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SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

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ONE PENNY.

IN THE DOG WATCH.

Two ex-Cabinet Ministers, Mr. Chamberlain, at Edinburgh, and Sir Charles Dilke, at Paddington, both spoke last Wednesday in favour of combination on the part of working men—surely another sign of the times.

It was the farm labourers that Mr. Chamberlain advised to combine. He might have given the same advice to the fishermen, to whom he spoke sympathetically. As became a politician, Mr. Chamberlain of course argued that the fishermen could not expect anything from his political opponents; but as experience has taught them that there is little to choose between the two political parties so far as the claims of Labour are concerned, the real lesson to be learned is that the fishermen should combine and return Labour M.P.'s of their own class.

An eminent naturalist writes to us that one of the needs of the fishermen is to have the light of publicity cast on their grievances, and another, the light of science on their work. In these days when public funds are devoted to technical education, it is hard that the fishermen should lack necessary scientific knowledge. For want of such a simple instrument as a thermometer, and a little knowledge of the temperature of water where fish can best be had, the fishermen, we are assured, often toil in vain, while other fishermen not far off are making a good haul. Why this is so science can tell, and should be made to.

"Such hearts of oak do we still boast for our seamen, and such gallant souls as the captain and crew of the smack that for five mortal hours stood by the wreck of the *Enterkin* on the Galloper Sands." So says the *Daily Chronicle*, which now claims "the largest circulation of any daily paper in London." Yet for these "hearts of oak" the shipowners and the parasite papers of the capitalists generally have nothing but venomous abuse.

Among the Scottish Sheriffs who act as Commissioners of Northern Lighthouses there is at least one remarkable for winking at crime and defeating the ends of justice, therefore, it is not surprising—especially after their dining exploits—that the Commissioners should have got into somewhat bad odour. They consequently do wisely to make some show of conciliating public opinion by taking the advice which *SEAFARING* gave years ago,

to light the dangerous and precipitous Fair Isle which, lying half-way between Orkney and Shetland, has proved fatal to many a ship. Let us hope that the Commissioners will not stop there, but light the west side of Shetland also, which sorely needs it, and would probably have got it had one or two of the landlords there been as little afraid of daylight as Mr. Bruce, the landlord of the Fair Isle, who does not pray for shipwrecks.

Emboldened by the success of their English brethren, some American shipowners are attempting to rob the pilots of the means of living. The attempt will be watched with interest on this side of the Atlantic, where the seamen's sympathies are as much with the American as with the English pilots.

In the page of *SEAFARING* devoted to the Associated Shipwrights' Society, will this week be found a statement that by means of sweating, and what looks like defrauding, workmen, one of the Government dockyards has saved scores of thousands of pounds on the building of the first-class cruiser *Hawke*, at present being completed for sea, and that in the case of another first-class cruiser, the *Blake*, £100 000 was saved. It is no doubt well that those entrusted with the spending of public money should be careful of it, but the Admiralty will find it a mistaken policy to economise by sweating or swindling the workmen. When money is wanted for the Navy, the working classes have a voice in the matter, and money will be all the more difficult to get if people find that the spending of it is left to officials who resort to sweating or cheating, which cannot but have the effect of lowering the quality of the work turned out at the Government yards.

Part of the finding of the Court in the case of the inquiry at Liverpool into the foundering of the British barque *Charlwood*, through collision with the *Boston*, is, that "both vessels were supplied with sufficient and proper life-saving appliances. On board the *Boston* these appliances were placed in proper positions, but the lifebelts on board the *Charlwood* were stowed below in the lazarette, and neither their existence nor position appears to have been generally known to those on board the ship. To that extent the regulations made under the Merchant Shipping (Life-Saving Appliances) Act was not complied with by the *Charlwood*, an omission which is much to be regretted, and which probably contributed to great loss of life."

No less than fifteen of the passengers and crew of the *Charlwood* were lost on that occasion, and but for the prompt measures taken by the *Boston*—which is held to blame for the collision—the loss of life would have been still greater. But even as the figures stand it is considerable. If fifteen people were killed in a railway accident the event would cause a sensation throughout the whole country. But a collision at sea, in which fifteen people are lost, is barely noticed by the newspapers, and none of them call attention to that part of the result of the inquiry above quoted, although the practice of hiding life-belts away in such an inaccessible place as the lazarette deserves condemnation.

Mr. R. W. E. Whitehead, solicitor to the Hull Branch of the Sailors' and Firemen's Union, writes us from 15, Bowalley-lane, Hull:—You may remember the case of the steamer *International*, in which a number of seamen were incarcerated in a French prison in the North of Africa for seven days, in the month of April last, they refusing to proceed to sea until they had been permitted to see the Consul with regard to certain entries in the log. Mr. J. H. Wilson would like you to mention prominently in your paper that "Mr. Whitehead, the Hull Branch solicitor of the National Seamen's Union, is in communication with the Foreign Office with the view to some inquiry being made into the matter, and Lord Salisbury has promised to himself examine into the circumstances of the case. It is expected that before long something will be done to get a true knowledge of the circumstances under which the men in question suffered imprisonment without, so far as at present appears, any trial or legal procedure. Through the action of the Union the men have already been awarded considerable sums for wages from the time of their being left on shore until the vessel's arrival in England, and if the imprisonment turns out to be illegal steps will be taken to see that right is done." The men concerned are requested to at once communicate with Mr. Whitehead.

Last week over forty Scandinavian fishermen arrived in London by one ship, consigned to the order of one of the foreign seamen's homes, where they were housed for shipment into the British mercantile marine. These homes have been built, furnished, and endowed by what is called Christian charity, for the reception and comfort of Scandinavian seamen. But when they go so far as to refuse to accommodate seamen because they require all their room as a dépôt for the importation of destitute aliens, introduced into this country by the order of British shipowners to undermine

the wages of British seamen, charity, which should begin at home, is not the word for those who support such institutions when so misapplied and turned into agencies by which shipowners can obtain cheap labour. British seamen's advice to several gentlemen now seeking Parliamentary honours is to remember that the Labour vote will be felt at the next General Election, and sever their connection with such agencies.

LABOUR COMMISSION

EVIDENCE FOR SEAMEN.

The following is the rest of Mr. J. H. Wilson's evidence, instalments of which we have already reported:—

By Mr. Austin: Is there ANY INQUIRY HELD into the loss of all ships, that is to say a Board of Trade inquiry, as to the cause of the loss of each vessel where lives have been lost?—No, there is only an inquiry into the loss of about 10 per cent., I think, of the ships that are lost. I have a return from the Board of Trade for the year ending June, 1891, and I find from that return that out of about 79 vessels which were lost there was only an inquiry into seven. The number of men lost in those ships amounted to close upon 800, and there was only an inquiry held into the loss of 150, speaking roughly, so that there is no inquiry into the loss of the lives of the majority of men—

NO INQUEST, no inquiry of any kind, in fact. That is one of our reasons for complaining. We say that if anyone is killed or dies on shore under suspicious circumstances there is always a coroner's inquest, yet hundreds of the lives of our men may be lost and no inquiry is held whatever.

As regards compensation to seamen, have you seen the answer of Mr. Laws?—Yes, I saw the answer given by Mr. Laws to the effect that ample compensation is provided by our laws, but that is not correct. The Employers' Liability Act does not apply to seamen, neither at home nor abroad. The Act of 1876 only applies to the seaworthiness of the ship, and before a man can get

COMPENSATION he must prove that the shipowner knowingly sent a ship to sea unseaworthy. Well, if a vessel is lost with all hands, who is going to tell the tale? Who is going to give the evidence to prove that she was unseaworthy before she left port? But unless that can be done there is no compensation. Under Lord Campbell's Act, which also applies to seamen, no compensation can be got if it is through the neglect of a fellow servant. Therefore the seamen at the present time practically are debarred from any compensation for injuries or for the loss of their lives.

SICK SEAMEN. Mr. Laws also states in his evidence that all hospital and medical expenses are paid during the voyage in case of sickness, or in case of accident; in fact, he says that the seaman, or marine labourer, is in a position which is not accorded to any other

kind of labourer in this kingdom?—We do not admit that we are labourers, because we have to serve our apprenticeship to learn our trade to be seamen, and we reckon it to be a very good trade. But it is not true that the

HOSPITAL EXPENSES

are paid by the shipowners, because I have hundreds of cases similar to the one I quoted with reference to myself, where not one cent of expenses was paid by the owners, but it was deducted from the wages of the seamen if he had any wages; he gets nothing; he is landed destitute in Liverpool or elsewhere, it may be hundreds of miles from his home, and then the workhouse must pick him up if he has nowhere else to go.

Are

DESERTIONS FROM SHIPS

on the increase or decrease?—The desertions from ships are on the decrease, and have been since the arrest without warrant was abolished in 1880. I am now speaking from statements that have been made by the superintendents of the mercantile marine offices in Shields, North Shields, and Cardiff. I believe that desertions would further decrease if ships were to sign on, say, not less than 48 hours before sailing, where possible.

Replying to Mr. Austin, witness gave particulars as the means taken by the Union

FOR SHIPOWNERS' CONVENIENCE

to have seamen always in readiness to go on board ships in the Tyne. The latter scheme had been adopted by the Union for the convenience of the owners, but they had refused to recognise it. Since he had been associated with the Union some hundreds of incompetent men had been introduced into the mercantile marine. The introduction of the Federation ticket would mean the re-introduction of the evils of crimping.

By Lord Hartington.—I think you have claimed some credit for your Union having put an end to or diminished the number of

UNSEAWORTHY SHIPS?

We have to a large extent, and I believe that our efforts will do more in that direction. If a man signs articles, and after going on board ship finds it is overladen, the man would report that to us. We then immediately communicate with the Board of Trade officials, who detain the vessel until some of the cargo is discharged. Dozens of ships this year have been compelled to discharge cargo, and a large number of shipowners have been convicted at the instigation of the Union for bringing ships from foreign ports which were overlaid. More convictions have taken place this year than in any other for some time. We believe that that has caused some of the hostility from certain shipowners.

MR. COURTNEY'S CURIOSITY.

By Mr. Courtney, M.P.: He had known men going on a long voyage pay as much as two years' subscription in advance. If a man were unable to pay whilst away he would be recognised as a member for two years. Last year the Union paid about £1,000 in wreck money, but this year the sum would be six or seven times that. During the last six weeks or two months there had been some exceptionally heavy payments. A man must be a member for three months before becoming entitled to wreck money. Witness having answered a number

of questions put by Mr. Courtney as to the relations between the Union and SEAFARING, Mr. Wilson was examined by Lord Hartington, and defended picketing, the legitimate use of which was to have pickets at centres where men were likely to be brought in to go among the men and explain the cause of the strike. At times it is necessary to have a larger number, as I have seen men being taken in by fighting men who had been employed by the Shipping Federation.

SHIPOWNERS' PUGILISTS.

These pugilists get 5s. for each man they take in, so that it would go hard with a picket if he attempted to induce the men not to go into work. Witness added that he was always opposed to disorder in strikes, and proceeded to refute charges by Mr. Laws of Union men ill-treating non-Unionists. As to the law of picketing, he considered that a man who followed another and tried to dissuade him from working at a certain place during a dispute, ought not to be liable to arrest unless he used violence or threatened violence. Witness cited the case of the Leith Branch secretary going aboard the *Moravia*, telling the steward the crew would leave if he did not join the Union, for which he was arrested and fined £10.

REFORM WANTED.

During the Cardiff strike one of the men on strike went up to a tipper, and he placed his hand on the man's shoulder: "Well, Bill," he said, "it is mean of you to go in there and work in the place of another man." This man shoved him to one side, and he followed him a little further up the road. Then the next day a summons was issued, and the man was taken up to the Court, and he was sentenced to two months' imprisonment. Witness failed to see the intimidation in these cases. In reply to Lord Hartington, witness said that the expensive liners were, not unseaworthy; and, questioned as the relations that should in his opinion subsist between the owners and the Union, Mr. Wilson added that the owners should recognise the Union and hold it responsible for the shipment of men whose good behaviour the Union would be answerable for. Witness handed in photographs illustrative of deck-loading, and on Friday, Dec. 27, appeared before the Commission to hand in papers relating to the two cases in which shipowners had withheld from the relatives of men who had been drowned the wages due, till the Union took up the matter, and then the relatives of the deceased men had to take out probate at great expense.

On Nov. 26, Mr. Henry Friend, secretary of the North of England Seamen's and Firemen's Society, was the next witness. In reply to Lord Derby, he stated that his society consisted of about 2,000 members in Sunderland and Tyneside. The Union was now federated with the National Amalgamated Seamen's Union. The wages in his district were 4s. 8d. per day for weekly ships, in which men found their own provisions, and 3s. 2d. per day in monthly ships. Complaints as to deductions in the shape of fines and as to the prices of certain commodities were frequent. The average working day for sailors was 14 hours, and for firemen nine hours on seven days per week. Witness then proceeded to describe the operations of his Union. He said that the action which

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had taken had deterred shipowners from overloading their ships, and caused them to see that they were in a seaworthy condition before proceeding to sea. There had also been more Acts of Parliament passed lately in the interest of the seamen, but they had been practically inoperative. There had been many complaints as to ships being unfit to live in. They had a Bill prepared to deal with the insanitary condition of forecables; criminals were allowed 300 cubic feet, and sailors should have at least the same space. They seriously complained of the methods used to employ foreigners in preference to English seamen. In many cases when ships arrived in foreign ports the British seamen were discharged and sent home, and sometimes had to come home at their own expense. The foreign sailor was taken on at a lower wage; and he overstocked the labour market and reduced the wages received at the English ports. The Union did not call upon Parliament to forbid the employment of foreign sailors, but that they should work on the same conditions as English sailors.

Do you mean that a man should not be allowed to work at a lower wage than that sanctioned by the Union?—I would not ask for legislation for that. Witness, continuing, said that there had not been any attempts to run ships on the

CO-OPERATIVE PRINCIPLE.

but they were contemplating doing so. The disputes were more frequent of late than formerly, and the principal cause was the attempts which were made to reduce wages and to the number of men carried on board the ships, and Union men refusing to sign articles with non-Union men when attempts were made by the shipowners to enforce unjustifiable conditions. Of late Unionists had habitually refused to work with non-Unionists, and some of the best firms came to the Union offices at Sunderland for their crews. If this practice were generally adopted

STRIKES

would be prevented.

Would not that make it practically impossible to get employment except through your Union?—Yes; there is no difficulty about that, for that principle was adopted by all the large Unions in the north, who refused to work with non-Union men.

Have you had any difficulty in consequence of your men taking an active part in the Union?—Yes; some of our men have been boycotted from ship to ship, and we have had to compensate them.

By Mr. Mann: He did not say that they should have an eight hours day, but their first step should be to have a manning scale passed into law. There were some ships going from the North of England of 2,000 tons deadweight and carrying only four able seamen and two ordinary seamen.

By Lord Hartington: A large number of ships were

UNDERMANNED;

in fact, almost every class except the liners. They considered that no ship should have less than a sufficient number of hands to enable them to safely navigate the ship. Then they considered that firemen should not work more than an eight hours' day.

By Lord Derby: If more men were employed, no doubt the wages would be lower, but the undermanning had been the cause of great loss of life.

By Mr. Tait: The Shipping Federation had applied to crimps to supply seamen to ships; and this was done with the knowledge of the Board of Trade officers in Sunderland.

By Mr. Mundella: With regard to conciliation boards, they had had three interviews with the shipowners in order to establish those boards, and the matter was still under consideration.

Do you make it a condition that the shipowners shall only employ Union men?—Yes; that is the point that we would fight the hardest for.

Is not the Board of Conciliation the place to discuss matters of that kind?—Yes.

Mr. J. B. Lee, who was next examined, stated, in reply to Lord Hartington, that he had been at sea for 30 years in all kinds of vessels. A large proportion of the

DISSATISFACTION OF SAILORS

arose from bad provisions, causing most of the desertions. The Board of Trade ought to modify the scale if they had the power. The present scale was insufficient, and the shipowners served out the lowest provisions that the scale would allow. With regard to wages, he thought that the wife of the sailor should have two-thirds of his money.

By Mr. Tait: It could not be the case, as stated by Mr. Laws, of the Shipping Federation, that while men might be on duty for 12 hours they were only six hours at work. They were certainly not enjoying themselves at such a time by promenading the deck.

By Professor Marshall: The captain, for some imaginary offence, put the men on the lowest scale. There were other ways of punishing the men than by reducing the quantity of provisions.

By Mr. Mundella: They had never approached the Board of Trade to increase the scale as far as he was aware, but the Board of Trade must know of it. He knew that they might go to the Board of Trade offices and complain, but they were only too glad to get home.

Mr. Austin: Is not the scale read out in the Marine Office when you are engaged?

—Yes; but it is read out in the same way as the minister reads the service in the churchyard when burying a man; besides, we have it all off.

Mr. William Key, Secretary North of England Sailors' and Seagoing Firemen's Society, expressed an opinion that the sanitary arrangements on many ships were very bad. He strongly urged that sailors wages should

BE PAID TO THEIR WIVES,

or other authorised representatives, weekly instead of monthly, and that the men should be able to give authority for the payment of two-thirds instead of half the wage. In his opinion, the present system of payment of wages by shipowners was very degrading so far as the sailors' wives were concerned. He considered that the shipowners were morally responsible for a great deal of prostitution in this country, owing to the length of time that the men's wives had to wait for their wages. The wages ought to be paid weekly, the same as in the case of every other man, and a sailor ought to

BE ALLOWED TO ALLOT

a larger proportion of his wages than he could now. He would suggest two-thirds instead of half. He was in favour of a legal eight hours enactment, and no man should be called upon to

work more than eight hours, except the captain thought it desirable. Ships were generally undermanned, and he favoured the manning scale proposed by the National Seamen's and Firemen's Union, on the ground of safety, and also on the ground that it would give employment to a larger number of people. He had considered the risk of injury to trade. The present victualling scale he regarded as being unsatisfactory both as regards quality and quantity. He believed

STRIKES WOULD BE PREVENTED

if both the shipowners and the men were properly organised; and there was a Conciliation Board similar to that which had been formed by the coalowners and miners of Northumberland and Durham. He did not see that a man had a right to strike at all when, by so doing, he brought suffering on his wife and family; and he would like to see a law passed which would prevent the men from striking, and at the same time prevent the employers from locking out the men. He was in favour of a State Board of Arbitration.

He would like to see

ALLOTMENT NOTES

abolished entirely.

As a rule, a sailor was at work for 12 hours of the 24.

He did not think that an eight hours' day for seamen would lead to the reduction of the men on each watch. The large liners were not undermanned. At present the men employed on them worked 12 hours a day, so that the reduction of the hours to eight would increase the seamen by 50 per cent. That, however, would not be a very appreciable addition to the expenses, considering the returns received from such vessels.

SHIPOWNERS IN COUNCIL

BY THE MAN WITH A CARPET BAG.

It is unnecessary to disclose the manner in which I gained access to another private meeting of shipowners held the other night in the West-end. I will, therefore, proceed to tell you what I heard. Mr. Staudert being absent, Mr. Gripple was voted to the chair. In opening the proceedings he said they had come together that evening to discuss that ever vexatious question of what was to be done to check the power of the Seamen's and Firemen's Union. In his opinion the time had now arrived when it would be advisable to reduce the wages of the men. If they (the shipowners) quietly submitted to paying this high rate of wages any longer the public would get the impression that they could well afford to do so, and the Union would soon be demanding another increase.

Mr. Moneybags was in favour of attacking the men's wages. The members of the Union were gaining confidence every day, they were not only paying up their contributions, but were enrolling new members in all parts of the country. The seamen and firemen had introduced an all-round scheme of economy at their Congress, and they were having no stone unturned to add to their already dangerously large banking account. He (the speaker) had

TO HELP SEAMEN, the best way is to go and read SEAFARING, to recommend your friends to do so, and get people to advertise in SEAFARING.

not be at all surprised to hear of the Union becoming extensive shipowners, if they were not checked.

Mr. Hardist said the shipowners would have to devise some scheme whereby they could compel the Union to squander its funds. It was a matter for deep regret that the Union had decided upon centralisation. A large amount of money had undoubtedly been squandered by the Branches, and it would have been better for shipowners had they continued doing so. There was nothing else for it, so far as he could see, but an attack upon the wages. (Hear, hear, and "No.")

Mr. Doubleface, M.P., would very much like to see the Union smashed up, and the wages down to what they were in the "good old times." (Great applause.) He considered £2 15s. a month good wages for seamen and firemen. That fellow Wilson preached to the men about their wives and families. He (the speaker) considered sailors had no right to get married and have families. (Hear, hear.) There ought to be a law passed to stop this kind of thing.

Mr. Screws (shipowning magistrate) said he had done all he possibly could to cow the impudent trash that had been brought before him. He had dealt severely with cases of intimidation, even when the plaintiffs had not a leg to stand on. But as fast as he got rid of one firebrand another turned up.

Mr. Coffin-Ship Owner, M.P., said he could quite understand why the small shipowners wished to bring about a crisis just now. The time was fast approaching when a majority of the small steamers would be lying idle. There would be very little trade to the Baltic this winter on account of the failure in the Russian crops. He should be affected himself to a great extent, but he did not wish to see the trade of the country brought to a complete standstill, which it undoubtedly would if they made an attack upon the wages of the men. If they were to lay up the whole of the shipping they might be the gainers so far as the men's wages were concerned, but on the whole he was confident it would be a suicidal policy to pursue. (Hear, hear.) The speaker, continuing, said it was not so much the question of wages that the shipowners were opposed to. It was the legislation that the Union was demanding at the hands of the Government. The seamen had no direct representative in the House of Commons it was true, but he was sorry to say that there were a lot of members in the House who were ever ready to bring forward and support measures introduced by Mr. Plimsoll on behalf of the seamen. He noticed only the other day while looking over SEAFARING—(groans)—that the Union had decided to raise a fund to place at the disposal of Mr. Plimsoll a large sum of money to be used for legislative purposes. (Hisses.)

Mr. Bluster said the most dangerous outcry of the Seamen's Union was direct representation in Parliament, for directly they obtained this shipowners would have to take a tack seat. J. H. Wilson was undoubtedly a shrewd fellow, and if once he obtained a seat in the House of Commons, he would make it very uncomfortable for some of the shipowners. He (the speaker) had it on good authority that Wilson would be returned for Deptford at the General Election, without the shadow of a doubt.

Mr. Grindem was very sorry to hear what Wilson had said on the Labour

Commission. There had been some startling revelations, and several large shipowners implicated in trying to smash the men's Union. He must admit things looked very black just now for the shipowners.

The chairman said he would now thank any gentleman for a resolution.

Mr. Obadiah Hardist thereupon moved for a wholesale laying-up of the shipping, and immediate reduction of the men's wages.

This, however, did not meet with general approval, and after a lot of wrangling, it was decided by a large majority to resort to a policy of harassing the Union in certain ports, which were to be decided upon at a future meeting.

THE FIREMAN.

Down in a stoke-hole, raging hot,

A bearded fireman stands;

None envies him his cheerless lot,

His smutty face and bands;

But yet, in spite of grimy toil,

He visits many lands.

His flame-scorch'd hair is closely cut,

His face is pale and wan,

From noon till night, half choked with soot,

He drinks when 'ere he can,

And feels, among his shipmates all,

A well-contented man.

Day after day, at morn or night,

You'll see him go below,

And hear him breaking up his fuel

To make his furnace glow;

To aid combustion is his aim,

And all he seeks to know.

When safe in port he steals on shore,

And seeks the nearest inn;

He hears the landlord praise his maids,

His bitter ale and gin,

And sees them stand with out-stretched hand

To grasp his hard-earned tin.

'Tis then he thinks of Mary Jean,

The girl to him most dear;

And with a sweat-rag, far from clean,

He wipes away a tear.

That honest stoker owns a heart

Such action renders clear.

Raking, sweating, firing,

Watch after watch is past,

From every pore perspiring,

He reaches home at last;

Perhaps to be in Tiger Bay

A hapless victim cast.

But never heed, my noble friend!

Thy toil is no disgrace;

May rosy health on thee attend

And all thy smoke stain'd race;

And if thou bear an honest heart,

Heed not a smutty face.

ALEXANDER BEATTIE,

An Old Stoker.

AN enthusiastic meeting of trade unionists, held in London last Monday, passed a resolution expressing sympathy with and recommending support to the printers on strike in Germany.

THERE are thirty-one millionaires and 2,000,000 tramps in the United States. When there were no millionaires there were no tramps. These two are inseparable.

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"GROUNDS FOR SUSPICION."

A Board of Trade Inquiry respecting the loss of the steam trawler *Admiral* in the North Sea on Sept. 10 last, has been held at the Hull Town Hall, before Mr. E. C. Twiss, Stipendiary Magistrate; Captain Anderson and Captain Kenneth H. Re, nautical assessors; and Mr. Phillips, engineer assessor. Mr. Twiss delivered the judgment of the Court as follows:—1. The Court was of opinion that when the *Admiral* last left Grimsby she was, as regarded hull, boilers, and machinery, in a sufficiently good condition to make the passage to Swansea. 2. The pumps were sufficient, and were stated to be in good order. 3. The vessel was not, in the opinion of the Court, sufficiently manned for the passage round to Swansea. 4. The engineer was justified in leaving Evan Ley, acting second engineer, in charge of the engines on the afternoon of Sept. 10 last. 5. The cause of the machinery breaking down was attributable to the split pin in the connecting rod not having been in its place when the vessel left Grimsby, or to having been purposely removed after leaving. The engine made one-half stroke only after the key came out, and then stopped of its own accord. 6. From the nature of the evidence adduced, it was impossible for the Court to come to any conclusion as to what was the cause of the injury sustained by the vessel. 7. Efficient means were not taken to find and stop the leak. 8. Every effort was not made by the master and chief engineer to save the ship. 9. The vessel was not, under the circumstances, prematurely abandoned. 10. So far as the simple navigation of the vessel was concerned, there was nothing to complain of. 11. The only evidence as to the cost of the vessel to Mr. Bevan was that of Mr. Hepples, of North Shields, who stated that in June, 1888, he sold to him 42-64ths in her at the rate of £1,800, which would show Mr. Bevan's shares to have cost him about £1,180. 12. The Court has been informed by Mr. Sturdy, consulting engineer at Grimsby, that when the *Admiral* last left that port her outside value, in his opinion, was £1,100. 13. The only evidence as to the insurance effected upon her was that of Mr. Hepples, who informed the Court that she was insured in the Mutual Club, at North Shields, for £1,500, but he was unable to say whether there were other insurances upon her or not. 14. Mr. Bevan's 42 shares were mortgaged in July, 1891, to Mr. Hepples, to secure against current debts, with interest, which, on Dec. 1 instant, amounted to £327 14s. 6d. There was, according to the register, a second mortgage on the same shares to his son, Mr. William David Bevan, to secure against current account with interest, but what that amounted to at the time of the vessel's loss there was no evidence to show, seeing that Mr. Bevan gave the Court no information whatever, and declined to avail himself of the opportunity of going into the witness-box. 15. The Court finds both the master and chief engineer in default, and adjudges that the certificate of the former be suspended from the date hereof for six calendar months, and orders the latter to pay the sum of £15 towards the costs of this inquiry. The Court considers that the evidence adduced has disclosed very striking grounds for suspicion that the vessel was purposely lost, and that Mr. Bevan, the managing owner, was acting in collusion with the chief engineer in the matter. The evidence, however, in the opinion of the Court, seem to fall just short of justifying it in finding that as an absolute fact. The Court considered the blame attached to Mr. Bevan for having sent the vessel to sea insufficiently manned.

IGNORANCE is the greatest enemy of organised labour. It is for this reason that capitalists love to see their labourers ignorant, and their hatred against anything and anybody tending to enlighten the wage-slave is their most intensely prominent passion. Knowledge, they feel, is the death of capitalism and wage-slavery.

OVERLOADING.—At Glasgow Sheriff Court on Saturday, before Sheriff Erskine Murray, Alexander Mooie, master of the *Vascongada*, s.s. of Glasgow, was charged, at the instance of the Board of Trade, with having, in contravention of the Merchant Shipping Acts, on 28th November, in the harbour of Bilbao, allowed the *Vascongada* to be so loaded as to submerge in salt water the centre of the disc of the steamer, or otherwise to be so loaded as to submerge the maximum load-line of the steamer. He pleaded guilty. The Sheriff said it was not a very serious case, and was just one where more care might have prevented it. He imposed a fine of £5 5s.—namely £2 2s. to the Treasury, and £3 s. for expenses.

THE "GALILEO'S" HEROES.

PRESENTATION.

An interesting ceremony has taken place at Hull. The proceedings took the form of a presentation of medals from the Hull Branch of the N.A.S. & F. Union to the lifeboat crew of the *Wilson* liner who rescued the crew of the *John E. Chase* in mid-Atlantic on the 29th September. A large number of members of the Union were in attendance. The chair was occupied by the Rev. A. Parker, M.A., and among those present were Councillor Millington, Mr. S. Begg, vice-president of the National Union; Mr. H. Skinner, secretary of the Hull Trades and Labour Council; Mr. Brown, Hull investigator of the Union; and Mr. Jos. Jones (brother of the captain of the lifeboat crew).—Mr. Brown explained that the meeting had been called because the members of the Union in Hull thought it was their duty to recognise

THE EXCEPTIONAL GALLANTRY

displayed by the crew. It was for that reason that the Branch had requested Councillor Millington to present to each of the men a silver medal, suitably inscribed.—The chairman expressed the pleasure it gave him to be present at so large a gathering of seamen, but especially on an occasion like that. British seamen, he thought, were a little behind in some qualities, but he had noticed that they were by no means behind with the quality of bravery. What they were behind in was sobriety, thrift, and religion, though with respect to the latter he thought he might truthfully say, seamen were not behind landmen. He urged them to make up all their deficiencies, and in addition try to make the world a little better than it was. With reference to the special business that had called them together, he was sure that the recipients of the medals would look upon them as something which would remind them of one brave, one useful, and

ONE GALLANT ACT IN THEIR LIVES.

—Councillor Millington, in making the presentations, spoke of the bravery which the crew of the *Galileo* had exhibited.—Captain Jones responded on behalf of himself and the members of the lifeboat crew; and observed that personally he accepted the medal with feelings of thankfulness, more especially because of the knowledge he had that the men who had presented it to him would have done the same to him under similar circumstances.—Mr. Brown proposed a vote of thanks to the chairman and Councillor Millington, and he was proud to say that the chief officer (Mr. Jones) would add one more name to the scroll of fame in connection with the *Galileo* from Hull Trinity House.—Mr. Sam Begg seconded the proposal, which was carried unanimously, and the proceedings terminated.—In addition to Captain Jones, K. Koudson, J. Croker, E. Robinson, W. Stett, F. Collings, D. Livingstone, and J. B. also received medals.

WHO'S TO BLAME?

At Liverpool on Dec. 14th, judgment was delivered in the Board of Trade Inquiry held last week respecting the foundering of the British barque *Charlewood*, of Liverpool, through collision with the British steamship *Boston*, of London, off the Eddystone, on the 26th October last, when 15 of the passengers and crew of the *Charlewood* were drowned. The Court found that the loss of the *Charlewood*, and subsequent loss of life, were due to the negligence and improper navigation of the *Boston* on the part of the second officer of that vessel, Charles Henry Gale, whose certificate the Court suspended for six months, and deciding that no certificate would be granted Gale for six months.

Judgment was given at Aberdeen on Saturday in the inquiry into the cause of the stranding of the London steamer *Florence*, which went ashore at Collieston, on the Aberdeenshire coast, last month. The Court found that the cause of the casualty was that the courses set and steered were not made good, and that the master neglected to take proper measures to verify the position of the vessel after Girdleness was reported. The Court could not say that the vessel was navigated with proper and seamanlike care. The master alone was found in default, and his certificate was suspended for nine months. The Court agreed to recommend that he get a mate's certificate.

At the inquest on William Cherrie and Walter Marshall Blackie, drowned in the collision near Howdon-on-Tyne, the jury found that the collision occurred in consequence of the *John Clayton*, steam ferryboat, crossing the river stream first, and through an error in judgment on the part of the lookout in not reporting the approach of the *Mayfly*, steam launch, to the captain of the *John Clayton* in time to prevent a collision.

WHAT THE UNION DOES.

At the Cork Police Court, Dec. 8. Capt. George, of the *Homedio*, s. s., was summoned by the Sailors' and Firemen's Union, for having during a voyage from South Shields to Cork neglected to supply two men, John Bashin and William Watson, with necessary medicines when called upon. In the case of Bashin, it was stated that he had asked the captain for medicine and did not get it, and on refusing to work whilst ill was discharged destitute in Cork, when Mr. Clark, secretary of the Cork Branch of the Sailors' and Firemen's Union, gave him shelter and got the case taken up. In the case of Watson, it appeared that the captain had, on arriving in Cork, got him medicine from a chemist. This having been adjourned till Dec. 10, when the Bench fined the defendant 20s., and 20s. costs, and expressed it as their opinion that Capt. George would be the last person to refuse anything to his crew if he thought they needed it, but that on the present occasion he did not seem to think that the man who complained was as bad as he really was. As a local paper remarks:—"The case is chiefly worth notice as showing the utility of such an organisation as the Seamen's and Firemen's Union. If that organisation had not intervened the wrong suffered by the sailor, Bashin, would have gone unpunished, and Capt. George would not have received a very valuable lesson."

SHIPS SPOKEN.

Adirondack, s., New York to Kingston, etc., Nov. 26, 50 mi. north of Morant Point.
Agnes Oswald, English ship, steering south, Nov. 15, 4 S, 32 W.
Bahrenfeld, s., steering south, Nov. 23, 39 N, 9 W.
Ben Lawers, English barque, from London, steering south.
Boney Doon, American four-mast schooner, steering south, Dec. 5, 35 N, 15 W.
Brunette, of London, all well, Nov. 26, 37 N, 51 W.
Cicero, English barque, Oct. 31, 4 N, 25 W.
Charles Cotesworth, English barque, Cardiff to Iquique, Dec. 6, 49 N, 12 W.
Cape of Good Hope, M'Leod, Greenock to San Francisco, all well, Oct. 2, 6 N, 24 W.
Chrysomene, Nov. 26, 6 N, 29 W.
Daniel I. Tenney, ship, New York to Madras, Nov. 29, 49 N, 85 W, all well.
Drumlanrig, from Liverpool, bound south, Nov. 6, 11 N, 26 W.
E. J. Spicer, British ship, all well, Nov. 20, 13 S, 36 W.
Emily Chaplin, English barque, steering north, Nov. 27, 6 N, 29 W.
Firth of Solway, Dec. 13, lat. 53 N, 6 W.
Formosa, British barque, Pi-agua to Salina Soud(?) all well, Nov. 23, 1 S, 29 W.
Glanraon, barque, of Swansea, steering south, Nov. 22, 4 S, 33 W.
Glenrosa, Nov. 6, 2 S, 30 W.
Herat, ship, of Liverpool, steering south, Nov. 22, 5 S, 33 W.
Herford (?), English full-rigged ship, from London, with emigrants, Nov. 15, 5 S, 33 W.
Herat, English ship, steering south, Nov. 23, 8 S, 34 W.
Harry Knowlton, Nov. 26, 26 N, 79 W.
John Currier, ship, New York to Yokohama, 24 N, 34 W, all well.
Lorton, Nov. 28, 16 N, 25 W.
Murrumbidgee, s., steering south, Dec. 8, 22 N, 18 W.
Marin Ballantyne, Cardiff to Arica, Sept. 21, off the Cape de Verdes.
Nicanor, British barque, from Demarara, bound north, Nov. 28, 29 N, 74 W.
Nicanor, British barque, Demarara to Delaware Breakwater, Nov. 29, 29 N, 75 W.
Pandora, of Glasgow, Dec. 5, 44 N, 32 W.
Plymouth, Dec. 4, 43 N, 58 W.
Raglan Castle, Cardiff to Callao, 9 N, 26 W.
Regica, of Borgo, all well, Dec. 13, 57 N, 5 E.
Republic, of Liverpool, four-mast ship, steering south, Nov. 24, 5 N, 33 W.
Sierra Nevada, ship, of Liverpool, steering south, Nov. 21, 7 S, 35 W.
Shenir, English barque, steering west, Dec. 1, off the East Goodwin Lightship.
Talavera, English four-masted barque, steering south, Oct. 31, 4 N, 25 W.
Tenas-erim, ship, of Liverpool, all well, Nov. 19, 7 S, 34 W.
Turakina, English ship, steering west, Nov. 15, 5 S, 33 W.
"Zaralla", British barque, bound east, Nov. 27, 46 N, 50 W.

HOMEWARD BOUND.

The following have been reported homeward bound since our last report:—

Aconcagua s left St. Vincent Dec 10, for Liverpool.
Amethyst s left Galveston Dec 11, for Liverpool.
Angola s left Sierra Leone Dec 13, for Liverpool.
Abyssinia s left New York Dec 13, for Liverpool.
Antilles s left Norfolk Dec 7, for London.
Aberdeen s left Melbourne Dec 9, for London.
Assaye s left Calcutta Dec 14, for London.
Arawa s left Wellington Dec 12, for London.
Alcinous left San Francisco Dec 12, for Queenstown.
Aldebaran, Eversen, left Laguna Dec 2, for Falmouth.
Aldborough s left Perim Dec 8, for Dundee.
Anchoria s left New York Dec 13, for Glasgow.
Andaman left Taitai Nov 30, for Channel.
Apoll left Rosario Dec 7, for Channel.
Antares left Iquique Dec 1, for Channel.
Arjangorm s left Newport News Dec 8, for U K.
Athalie s left New York Dec 6, for U K.
Afghan s left New York Dec 8, for U K.
Alele left New York Dec 8, for U K.
Amara s left Brunswick Dec 11, for U K.
Adele left Charleston Dec 14, for U K.
Alma left New York Dec 14, for U K.
Anna Camp left New York Dec 14, U K.
Albany s left Suez Dec 9, for Hull.
Brandenburg s left Lisbon Dec 12, for Liverpool.
Bendi s left Newport News Dec 10, for Liverpool.
Britannia s left Perim Dec 11, for Liverpool.
Bi-hopsgate s left Newport News Dec 11, for L'pool.
Bellaura s left New York Dec 6, for Liverpool.
British Prince s left Philadelphia Dec 9, for Liverpool.
Bellerophon s left Gibraltar Dec 11, for London.
Bungaree s left Aden Dec 13, for London.
Beresford s left Suez Dec 13, for London.
Brindisi s left Malta Dec 12, for London.
Borderer s left Boston Dec 11, for London.
Bathwell Castle left Aden Dec 12, for London.
B-learres Brook s left Norfolk Dec 13, for U K.
Boskenna Bay s left New York Dec 9, for U K.
Baltimore City s left Baltimore Dec 9, for U K.
Beechville s left New York Dec 13, for U K.
Calabar s left Grand Canary Dec 13, for Liverpool.
City of Paris s left New York Dec 9, for Liverpool.
Counsellor s left New Orleans Dec 10, for Liverpool.
Cufic s left New York Dec 9, for Liverpool.
Cian Macintosh s left Malta Dec 8, for London.
Cian Monroe s left Port Said Dec 10, for London.
Carmarthenshire left Gibraltar Dec 10, for London.
City of Vienna s left Perim Dec 9, for London.
Cian Matheson s left Aden Dec 13, for London.
Cian Murray s left Aden Dec 13, for London.
Coromandel s left Colombo Dec 10, for London.
Cian Grant s left Calcutta Dec 10, for London.
Clive s left Aden Dec 10, for London.
City of Khios s left Colombo Dec 11, for London.
Crazide s left Newport News Dec 4, for London.
Cameo s left Newport News Dec 12, for London.
Cian Drummond s left Bombay Dec 12, for London.
City of Wakefield s left Calcutta Dec 6, for Dundee.
Crystal s left New York Dec 12, for Leith.
Colombo left Iquique Dec 5, for Channel.
Chicklade s left Norfolk Dec 6, for U K.
Cilurnum s left New York Dec 6, for U K.
Cintonia s left Newport News Dec 9, for U K.
Carrie s left Charleston Dec 9, for U K.
Carib s left New Orleans Dec 9, for U K.
Carmelita Rocca left New Orleans Dec 11, for U K.
Cardoxton s left New York Dec 13, for U K.
Camiola s left New York Dec 14, for U K.
Olio s left Suez Dec 12, for Hull.
Caedonia s left Bombay Dec 3, for Hull.
Con'tor left Charleston Dec 4, for Newcastle.
Dahomey s left Lagos Dec 17, for Liverpool.
Drummond s left Perim Dec 14, for London.
Duke of Abercorn left Adelaide Dec 1, for London.
Dunera s left Madras Dec 12, for London.
D.g. s left Bushire Dec 7, for London.
Don Quixote left Penacola Dec 14, for Q'town.
Douglas Hill s left Philadelphia Dec 7, for U K.
Dane s left Cape Town Dec 14, for Southampton.
Electrician s left New Orleans Dec 6, for L'pool.
Empire s left Galveston Dec 10, for U K.
Ernesto s left New Orleans Dec 9, for U K.
Elba s left Galveston Dec 12, for U K.
Emiliano s left Norfolk Dec 11, for U K.
Elbe s left New York Dec 12, for Southampton.
Felbridge s left Newport News Dec 11, for L'pool.
Fairfield s left Galveston Dec 8, for Liverpool.
Flintshire s left Hong Kong Dec 3, for London.
France s left New York Dec 8, for London.
Ferois s left Aden Dec 7, for Dundee.
Francisco s left New York Dec 9, for Hull.
Gulf of Papua s left Las Palmas Dec 9, for Liverpool.

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Gulf of Suez left Bahia Dec 9, for Liverpool
 Germania left New York Dec 9, for Liverpool
 Gulf of Bethnia left Perim Dec 12, for London
 Glenorchy left Malta Dec 13, for London
 Garth Castle left Las Palmas Dec 11, for London
 Godiva left Seattle Dec 12, for Chaguel
 Highland Mary left St. Vincent Dec 6, for Liverpool
 Highland Scot left Buenos Ayres Dec 12, for Lpl
 Harbinger left Melbourne Dec 3, for London
 Hankow left Suez Dec 12, for London
 Henrietta H left Galle Dec 4, for London
 Historian left Halifax Dec 10, for London
 H. M. Pollock left Newport News Dec 9, for U K
 Hans left Savannah Dec 10, for U K
 Hibernia left New York Dec 11, for U K
 Horn Head left Baltimore Dec 2, for Belfast
 Herbert old at St John, NB, Dec 1, for Swansea
 Islay de Panay left Suez Dec 13, for Liverpool
 Inanda left Madeira Dec 12, for London
 Ifafa left Port Nolloth Dec 13, for London
 Inchdun left New Orleans Dec 11, for U K
 Iago left New York Dec 14, for Hull
 Jane Richardson left Laguna Oct 31, for Channel
 Johann Friedrich left New York Dec 11, for U K
 J. N. Mading left New York Dec 11, for U K
 James Wishaw left Baltimore Dec 14, for U K
 J. rey City left New York Dec 10, for Swansea
 Kirby Hall left Perim Dec 11, for Liverpool
 K. isow left Suez Dec 11, for London
 Kingdom of Sweden left Adelaide Dec 5, for L'nd'n
 Kilmore left Galveston Dec 11, for U K
 Khios left Baltimore Dec 13, for U K
 Lunda left Newport News Dec 3, for Liverpool
 Legislator left Gibraltar Dec 11, for London
 Lu'gate Hill left New York Dec 13, for London
 Loch Lomond left Suez Dec 11, for Dundee
 Lennox left New York Dec 9, for U K
 Llanthony Abbey left Galveston Dec 12, for U K
 Lord Dundoderry left Baltimore Dec 14, for U K
 Louise left San Francisco Dec 5, for Hull
 Michale Laziron left Perim Dec 12, for L'pool
 Monarch left Newport News Dec 10, for L'pool
 Maria left Norfolk Dec 12, for Liverpool
 Milton left Norfolk Dec 9, for Liverpool
 Mexi left New Orleans Dec 3, for Liverpool
 Manora left Suez Dec 11, for London
 Missouri left Baltimore Dec 11, for London
 M. rkara left Rockhampton Dec 9, for London
 Margaret Galbraith left Wellington Dec 10, for London
 Murchiness left Newport News Dec 3, for U K
 Mount Tabor left Norfolk Dec 10, for U K
 Marengo left New York Dec 7, for U K
 Magnus left New York Dec 6, for U K
 Minister Maybach left Philadelphia Dec 8, for U K
 Mameluke left Norfolk Dec 8, for U K
 Medusa left Savannah Dec 8, for U K
 Maple Branch left New Orleans Dec 11, for U K
 Mount Edgcombe left Baltimore Dec 14, for U K
 Maritana left Galveston Dec 13, for U K
 Mary Beate left Suez Dec 11, for Hull
 Mexican left Cape Town Dec 9, for Southampton
 Nigretti left Norfolk Dec 13, for Liverpool
 Nurn left Tenerife Dec 13, for Southampton
 Orizaba left Perim Dec 9, for London
 Onas left Colombo Dec 12, for London
 Onamre left Boston Dec 7, for London
 O. k. d. left Norfolk Dec 8, for London
 O. a. r. left Wellington Dec 11, for London
 Oaklands left New York Dec 11, for U K
 Ontario left Portland, Me, Dec 11, for Avonmouth
 Palmas left Norfolk Dec 10, for Liverpool
 Palen left Norfolk Dec 11, for Liverpool
 Philadelphia left Boston Dec 9, for Liverpool
 Pa. isan left Portland, Me, Dec 11, for Liverpool
 P. r. n. i. a. n. left Boston Dec 11, for Liverpool
 Propitius left Newport News Dec 9, for L'pool
 Pavonia left Boston Dec 12, for Liverpool
 Port Victor left Port Said Dec 6, for London
 Plasey left Suez Dec 9, for London
 Port Philip left Colombo Dec 5, for London
 Peshawar left Colombo Dec 8, for London
 Port Albert left Adelaide Dec 3, for London
 Prihill left Iquique Dec 6, for Falmouth
 Polymnia left Calcutta Dec 10, for Dundee
 Parkgate left New Orleans Dec 7, for U K
 Potaro left Galveston Dec 9, for U K
 Phyllis left Galveston Dec 10, for U K
 Prudence left Philadelphia Dec 11, for U K
 P. r. i. s. left New Orleans Dec 12, for U K
 Pio IX left New Orleans Dec 12, for U K
 Ponce de Leon left New Orleans Dec 12, for U K
 Polynesia left New York Dec 13, for U K
 Pre. i. e. t. Garfield left New York Dec 14, for U K
 Q. i. e. n. A. e. l. e. left Norfolk Dec 9, for Liverpool
 Rufford Hall left Perim Dec 11, for Liverpool
 R. u. e. t. e. left L. g. s. Dec 9, for Liverpool
 R. e. a. H. l. e. r. left S. b. y. Dec 12, for Liverpool
 R. e. a. t. left Charleston Dec 12, for Liverpool
 Robert Duncan left San Francisco Dec 8, for Q. town
 Rydal Water left St Vincent Dec 13, for U K
 Roseville left Savannah Dec 8, for U K
 River Clyde left Philadelphia Dec 6, for U K

Rom-dal left Savannah Dec 9, for U K
 Rolf left New York Dec 9, for U K
 Roehampton left New Orleans Dec 11, for U K
 Renfrew left Norfolk Dec 12, for U K
 Roman Prince left Norfolk Dec 13, for U K
 Ralsby left New York Dec 14, for U K
 Ruskin left New York Dec 10, for Bristol
 Royal left Philadelphia Dec 2, for Limerick
 St Marwick left New York Dec 12, for Liverpool
 Shannon left Malta Dec 14, for London
 Sarpedon left Suez Dec 13, for London
 Shropshire left Colombo Dec 10, for London
 Shelburne left Mobile Dec 8, for London
 Samuel Plimsoll left Melbourne Dec 11, for London
 Swainby left Gibraltar Dec 9, for Dundee
 Scotsman left Newport News Dec 12, for U K
 St Peter left Philadelphia Dec 9, for U K
 Southesk left Portland Dec 8, for U K
 Sledmere left Charleston Dec 10, for U K
 St Oswald left New York Dec 10, for U K
 Sir Garnet Wolseley left New Orleans Dec 11, for U K
 Somerset left New Orleans Dec 11, for U K
 Salisbury left Charleston Dec 11, for U K
 Switzerland left Philadelphia Dec 11, for U K
 Solford left New York Dec 11, for U K
 Solopia left New Orleans Dec 14, for U K
 Springfield left Galveston Dec 13, for U K
 St Bernard left New York Dec 13, for Limerick
 Tena-werim left Suez Dec 11, for Liverpool
 Toronto left Portland, Me, Dec 9, for Liverpool
 Taroba left Port Said Dec 8, for London
 Tara left Colombo Dec 7, for London
 Traveller left Perim Dec 12, for London
 Talofa left Philadelphia Dec 9, for U K
 Thora left Savannah Dec 11, for U K
 Tronto left Galveston Dec 11, for U K
 Tuskar left Savannah Dec 13, for U K
 Umbria left New York Dec 13, for Liverpool
 Ursa left Aden Dec 5, for Dundee
 Valetta left Colombo Dec 10, for London
 Van Galen left Napier Dec 11, for London
 Valona left Savannah Dec 7, for U K
 Virgenes left Charleston Dec 9, for U K
 Vectis left Baltimore Dec 12, for U K
 Wanderer left New Orleans Dec 6, for Liverpool
 William Cliff left New Orleans Dec 13, for L'pool
 Wilcanna left Suez Dec 4, for London
 Warwick left Baltimore Dec 9, for Glasgow
 Wooler left Galveston Dec 13, for U K
 Werra left New York Dec 13, for Bristol
 Yedmandale left New York Dec 6, for Bristol

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

Correspondents' names are not divulged to anyone without their sanction.

Letters not accompanied by the writer's name and address are destroyed without being either read or printed.

Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.

Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

OWNERS' DODGES.

To the Editor of "Seafaring."

SIR,—I should like to make use of your valuable paper, as an old master sailing out of this port. About a month ago a shipowner of this port bought an old ship and sent over to Germany, and enticed a German crew over here by telling them that they were going into the foreign trade. Put when they got here he sent her in the coasting trade, and by so doing sent about £50 a month from our country, and our own ships have to lay up for want of freight. She was bound for Portsmouth, but landed at Ouxhaven after being at sea for 32 days from Hartlepool. This is the third ship the owner is sailing under the German flag in the coasting trade, with German masters and German crews.—Yours respectfully,
 West Hartlepool. J. L. B.

LIFEBOAT INSTITUTION.

To the Editor of "Seafaring."

DEAR SIR,—It affords me much pleasure to thank you for the kind way which you gave my letters publicity on the above subject. My pen cannot express my appreciation of the manner in which some of the Branches of our Union are so nobly taking the matter in hand, as I am pleased to see through our noble little organ, SEAFARING, how they are arranging for a Lifeboat Saturday or Sunday, which I trust will be carried out throughout the United Kingdom, as I feel sure the action will not only meet the approval of the seafaring community, but the whole of the British public at large.—Thanking you most sincerely, I remain, &c.,
 Hull Branch, N. A. S. & F. U. W. RUSHTON.

EXTRAORDINARY CONDUCT OF A CAPTAIN.—A special sitting of the Justices was held at South Shields on Tuesday, the 24th ult, to dispose of several charges preferred against members of his crew by Captain Bridle, of the barque *Caroline Moss*, of Newport (Mon.). Mr. H. F. Duncan appeared for the captain, and Mr. T. G. Mabane for the different seamen. The first case was that against Samuel G. Moss, a seaman and sailmaker, who was charged with having, within the last three months, on the high seas, unlawfully and feloniously stolen one pair of scissors, one piece of canvas, nine yards of Manila rope, and nine yards of Manila point-line, the property of the owners, Messrs. Baynon & Co. The second case was against James Jones, a seaman, who was charged with stealing a piece of canvas. The third, against Robert Stanton, also an A.B., who was charged with stealing a piece of Manila rope; the fourth, against Adolph Lund, also a seaman, for feloniously receiving a piece of canvas, well knowing the same to have been stolen; and the fifth and last charge was against the sailmaker Woolf and Jones, A.B., for having, on the high seas, unlawfully combined with others of the crew to disobey the lawful commands of the captain. The vessel arrived in the Tyne from Valparaiso on Nov. 21, and after being docked in Tyne Dock the captain called these men aft and read extracts from his official log which he had made therein some two months before. On the part of the prosecution in the larceny cases evidence was given by the captain, his chief officer, steward, and two apprentices, to the effect that they had seen the different articles in the possession of the men on the passage home, the sailmaker being busy making a mat and the men bags and chest-lashings; that Captain Bridle made a search in their berths and found the various articles, which he produced in Court. In cross-examination, Captain Bridle emphatically denied that he knew of a custom prevailing that members of a ship's company on long voyages did make these articles for their own use from odd pieces of rope or canvas, old or new, which they could pick up and as means of putting during long passages. Mr. Mabane, in a vigorous speech for the men, said that during the long period of thirty years in which he had been connected with that Court he had not heard of a more contemptible or frivolous set of charges against men who, according to the captain's own log-book, had earned for themselves even at his hands the distinctive mark of V.G. for ability; but for conduct he had declined, for reasons which they (the Justices) would hear when the charge of combining was gone into, and he contended that what these men had done was under the belief that they had a right to do it, and that being so, it was not larceny. The charge of combining to disobey was next gone into. It appeared that an apprentice had got drunk at Valparaiso, and after leaving that port the captain had frequently punished him by mauling him and scrub, and upon his refusal to work during his watch below he was thrashed with a reef-point, made to strip himself naked, and afterwards confined in the lazarette for hours; that while he was in confinement, Woolf and Jones, as representing the crew forward, went to the captain and asked him to release the lad to save any bother, which he ultimately did. The apprentices frequently told the watches of their troubles, and certain advice was given by the crew, which they acted upon; hence the alleged combination to disobey the lawful commands. Mr. Mabane, on behalf of the men, again contended that these proceedings were bolstered up simply with a view of stopping information being laid against the captain, who, but for the interference of the crew, might have further ill-used the lad, &c. Ultimately the Justices decided to dismiss the whole of the cases, and, upon Mr. Mabane's application, they granted the men their costs in each case.

TO HELP SEAMEN, the best way is to buy and read SEAFARING, to recommend your friends to do so, and get people to advertise in SEAFARING.

SEAFARING DISASTERS.

Asoon, H.M.S.—The report that several men on this man-o-war have been lost, is contradicted.

America, s, ashore at Brunswick (Ga.)

Albion, s, sunk in collision in Mersey; crew saved.

Ambient, s, of Sunderland, sunk after collision off Lowestoft, where crew landed.

Albatross, smack, of Yarmoth, foundered Dec. 10; crew saved.

Caroline, brigantine, of Whitstable, London for Middlesbrough, was abandoned 60 miles east of Lowestoft, Dec. 11. Crew landed at Ramsgate Dec. 14. Vessel since driven ashore on Dutch Coast.

Contest.—The crew of the brig *Contest* (eight in number) were gallantly rescued by some fishermen during a heavy sea off Lowestoft.

Cherokee, schooner, on fire at Stranraer.

Enterkin, ship, of Glasgow, from Hull for Brisbane, has been lost with several lives on the Gallipoli Sands. Charles Lewis, an apprentice, and two Glasgow men, Gordon and Ross, are the survivors out of the crew of thirty.

Estea, brigantine, ashore at Martin Garcia.

Ellen Catherine, Davies, of Aberystwith, which sailed from Tilt Cove, N.F., for Swansea on Sept. 14, 1891, with a cargo of copper, and has not since been heard of, is posted as missing.

Edgar, smack, of Newport, sunk between Portishead and Swash; crew saved.

Eiffel Tower, s, Liverpool to Cardiff, ashore Formby Point; crew saved.

Emma, s, ashore at Brisbane after collision.

Gareloch, s, of Glasgow, abandoned off Cape Horn; crew at Valparaiso.

Heracles, tug, ashore Seaham; crew saved.

Kansas, s.—A Reuter's telegram, dated New York, Dec. 18, states:—The *City of Chicago*, which arrived here to-day, brought thirty-seven passengers of the steamer *Kansas*, which was overtaken by the former vessel on the 6th inst., when 840 miles out from Queenstown with shaft broken.

Lingfield, s, Middlesbrough, ashore Algoa Bay.

Loughbron, s, of Newcastle, in dock at Penarth, in collision, and beached.

Milo, brigantine, of Faversham, parted cable; crew landed Ramsgate.

Nymph, Shoreham to Yarmouth, ashore.

Oprey.—Fishing boat *Oprey*, belonging to Broughty Ferry, was lost in the Tay on last Tuesday night. The crew, five in number, were drowned.

Prince Soltykoff, English steamer, from Cardiff for St. Nazaire, was wrecked on Sunday night about six miles from Cape Ushant. Captain Flint and 17 of the crew were drowned. According to the narrative of the sole survivor, a man named Kelk, the vessel was struck by an immense wave, capsized and sank immediately. One of the ship's boats, however, remained afloat, and Kelk getting into it was carried by the currents on to the Porsal Rocks.

Spruce Bud, schooner, ashore at Calais.

Salem, smack, of Lowestoft, sunk there after collision; crew saved.

Superb, smack, ashore at Fleetwood; crew saved.

Sarah, ketch, of Goole, Lynn to Newcastle, foundered; crew saved.

Star, brig, of London, foundered Dec. 14; crew landed at Lowestoft.

Stannington, s, of London, foundered; crew landed at Wicklow.

William Henry, of Beaumaris, ashore at Gars-ton; crew saved.

Wilhelm Tell, four-masted ship, of Liverpool, Leith to Cardiff; abandoned in North Sea (since taken in tow by trawlers); captain, wife, and part crew landed at Hull.

Zephyr, schooner, of Belfast, ashore at Durahaden; crew landed.

THE transport train on the Canadian Pacific

Railway, conveying British sailors from the Pacific to the Atlantic, has arrived at Halifax, having travelled over 4,000 miles in six days seven hours.

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REPRESENTATIVES of the promoters of the International Exhibition, which is to be opened at Douglas, Isle of Man, next July, have purchased, at the sale of effects connected with the late Naval Exhibition at Chelsea, the model of the *Victory*, the exhibit representing the Arctic Regions, and the miniature flotilla of war vessels.

AN Inquest has been held at Liverpool on Patrick Melin, 28, dock labourer. Deceased was assisting in the discharging of a vessel, when the gin fell upon him, breaking his thigh. He was taken to the hospital, where he died on Friday. The jury, in returning a verdict of "Accidental death," added that they considered that the stevedore had been guilty of gross negligence in not providing efficient tackle.

UNITED SERVICES EXHIBITION.—A number of gentlemen, including officers of the Army and Navy, have joined the council of a United Services Exhibition, which it is proposed to hold in London next year. It is intended that the exhibition shall embrace the Auxiliary forces; and the site at Chelsea, used for the Military and Naval Exhibitions of 1890 and this year being considered too small for the purpose, the larger site at Earl's-court has already been secured by the promoters. The proceeds will go to Army, Navy, and Auxiliary charities which have not benefited by the previous exhibitions.

DECK CARGOES.—At Hull Police Court, on Dec. 3, R. O. Reed, master of the steamship *Panther*, was summoned for carrying a deck cargo of timber, viz. red pine logs, from Dantzic to Hull. It was stated that the *Panther* had 25 tons of red pine logs on deck, and as the defendant had misconstrued the section, the Board of Trade did not press the case. His Worship imposed a penalty of 20s. and costs.—Andrew Hoogard, master of the steamer *Thyra*, of Copenhagen, was also summoned for carrying a deck cargo of oak staves. The vessel arrived in Hull on Jan. 31 last from Liban, with a cargo of seven tons of oak staves. Fined 40s. and costs.

WHALE AND SEAL FISHING IN AMERICA.—In a recent bulletin issued from the Census Office at Washington, much detailed information is given with reference to the business done out of United States ports in the last census year (1889) in the whale, fur-seal, and sea-otter fisheries. The figures show that the total capital invested in all branches of the industry was 2,041,616 dols., the Pelagic whale fishery employing 1,913,275 dols., the shore whale fishery 15,004 dols., and the fur-seal and sea-otter fishery 152,767 dols. The whale fishery employed 101 vessels, aggregating 22,660 39 net tons, valued, with outfits (including apparatus and repairs), at 1,791,173 dols. When compared with the report for 1880, this shows a decrease of 40.94 per cent. in the number of vessels, a decrease of 41.35 per cent. in the total net tonnage, and a decrease of 38.06 per cent. in the value of the vessels and outfits, including apparatus and repairs. The total value of the products landed in 1889 was 1,831,551 dols., of which the whale fleet reported 1,689,927 dols., the shore fishery 19,641 dols., and the fur-seal and sea-otter industry 124,983 dols. When compared with the report for 1880, this shows a decrease of 36.45 per cent. in the value of the products of the whale fleet. The total number of persons employed in the whale fishery was 3,017, in-shore whaling 74, and in the fur-seal and sea-otter fishery 422—making a grand total of 3,513. The whale fleet was distributed over the whaling grounds as follows:—Behring Sea and Arctic Ocean, 42; Atlantic Ocean, 36; Okhotsk and Japan Seas, 9; South Pacific Ocean, 8; and Indian Ocean, 6. Of the 3,017 persons engaged in the whale fishery nearly 60 per cent. are citizens of the United States either by birth or naturalization, 699, equal to about 23 per cent., are Portuguese, 228 are British, 75 are German, and 52 Spanish; other nationalities are represented in smaller proportions. The total number of whales caught during the year was 780, of which 527 were sperm whales, 109 right whales, 121 bowhead whales, 15 blackfish, five finback, and three humpback. The conclusion of the writers of the bulletin is that the decline of the whaling industry in the States is not due entirely to the introduction of mineral oil, but is largely due to the scarcity of whales and their increased shyness.

With a view of covering the whaling grounds in less time, and a consequent saving in expense, steam whaling vessels have been introduced and used successfully. In the fleet of 101 vessels are included 11 steamers, seven belonging to San Francisco, one to Provincetown, and three to New Bedford. They aggregate 3,578 48 tons, and cost originally 945,000 dols. It is probable, they think, that the most economical and successful way of carrying on the whaling industry in future will be by means of steam whaling vessels.

SUNDAY WORK.

A correspondent sends us the following:—The Government of Singapore are consulting the captains and officers of ships frequenting that harbour as to the restriction of Sunday cargo work and coaling, some of the merchants and shipping agents there being strongly in favour of seven days' labour in that crown colony. The shipping trading with Hong Kong are all alive to the necessity of putting Singapore harbour under the same restrictions which are now working so admirably at Hong Kong, to the relief of the Chinese labourers, as well as of the British officers, engineers and crews. In April last, sixty-eight steamers worked cargo in Hong Kong harbour, whilst the Sunday cargo-working ordinance having come into operation on the first of August, only four steamers prevented their officers and crews from having the weekly day of rest when in that port. The British Mercantile Marine Officers' Association say that the restriction is a great blessing to themselves, and in no way detrimental to the general interest of trade, and they ask that the same privileges may be granted in every other crown colony. It is remarkable that all the self-governing colonies have followed the mother country in forbidding the working of cargoes on Sundays, whereas in many of the colonies governed direct by the crown, and in our Indian possessions alone, compulsory Sunday labour as to the cargo and coals is forced upon the officers and crews. Great advantage is taken of this absence of legal restriction by merchants at Singapore, Calcutta, Malta, and other possessions abroad. The Missions to Seamen are being urged by captains, officers and crews to bring public opinion to bear on those who rob them of that weekly day of rest which they enjoy in English harbours and in those of the larger colonies.

DUNDEE BRANCH.

THIRD ANNUAL FESTIVAL AND ASSEMBLY

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LEAVE AWAY AT 11 P.M.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meet. in office—contributions, 7 p.m.; business, 8 p.m., Monday.

AMBLE.—G. H. Guthrie, 1, George-street, via Ackington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, sec.

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

AYE.—C. Nielson, 52, Green-st., New Town.

BANFF.—R. Barlow, Fife-street, agent.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-rd. Meet. Monday, 7 p.m.

BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadocxon; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meet. Thursday, 7.30 p.m., at Barry Hotel.

BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meet. Thursday, 7.30 p.m., at office.

BERGEN.—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

BLUTH.—George Cowie, 8, Stanley-st., sec.

BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.

BOSTON.—Mr. Symonds, Castle Tavern, Church-street, agent.

BREMENHAVEN.—F. Fintohens, Buergermeister Sinit Strasse, secretary.

BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meet. Monday, 7.30, at Ship, Redcliff Hill.

BUCKIE.—John Calder, Baron's-lane, agent.

BURGHEAD.—G. F. MacKenzie, merchant.

BURNTISLAND.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.—John Gardner, district secretary for Bristol Channel, West Bute-street; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

CONSTANTINOPLE.—T. McKivitt British Post Office.

COPENHAGEN.—O. B. Czarnowsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m.

CORK.—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-st., solicitor.

CHRISTIANIA.—Olaf Olsen, branch sec., 2, Raahus-gaden. Meeting, Wednesday, 8 p.m.

DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.

DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUNDEE.—J. W. Shaw, Bridge-street.

DUNDEE.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNDALK.—L. Evers, Quay-street, secretary. Meeting, Tuesday and Thursday.

FRASERBURGH.—A. Noble, 27, Firthside-st., agent.

GABSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.

GLASGOW.—Robt. McBride, secretary, 15, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.

GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

GLOUCESTER.—A. E. Evans, 1, Raglan-tarace, Sudbrook, secretary.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HULL.—T. Carr, Unity Hall, and Office, 11, Postern-gate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall.

HULL "B" (Steam Trawl Engineers' Branch). J. G. Runnacles, 65, West Dock-avenue. Meeting, Monday and Thursday, 2 p.m.

INVERNESS.—T. D. Rennie, 9, Ardcornell-terrace.

KING'S LYNN.—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, 15, Commercial-street (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Tuesday, 7.30 p.m., in Lifeboat Hall, Tolbooth Wynd, Leith. Telephone 555.

LIVERPOOL.—W. Spence, 23, Burgh-road.

LIVERPOOL.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.

LIVERPOOL.—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.

LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.

LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 31, Albion-street, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chicster Tavern.

LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5314.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

LONDON DERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.

MALMO.—Axel Danielson, Nörregation No. 3b.

MALTA.—F. W. Young, 35, Strada Miratore, Vittoriosa.

MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Benthams, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 8, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel committee, Thursday, at 7 p.m. Telephone, 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NAIRN.—A. M. Bochel, 14, Society-street.

NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 81, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

PENARTH.—G. Tucker, 32, Dook-road.

PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of month. Harbour Office, 16, Harbour-street. Secretary there Tuesday, Thursday, and Saturday, 2 to 4 p.m., other times at Town Office.

PLYMOUTH.—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.

PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.

PORTSMOUTH.—John Farquharson, secretary, 52, King-street, Portsea.

ROTTERDAM.—A. Rutherford, sec., 2, Wester Kade, near Sailors' Home and Shipping Office.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TRES.—E. Page, 10, Thistle Green, sec. Meetings, Monday and Friday, at 7.30 p.m., in Palatine Hotel.

STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Benthams, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—S. Stock, r. Colosseum Hotel, Wind-st.

WALLINGFORD.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Sullivan, 84, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICK AND THURSO.—Henry Lyall, Saltown-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—Harbour-street, secretary; J. Tookay, Faversham, ag. nt.

WHITTHAM.—F. F. Gant, Maryport.

WORKINGTON.—J. Collins, Browne-street.

YOUNGAL.—J. Collins, Browne-street.

A NEW DEPARTURE!!**ARTISTIC HAND-PAINTED
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**EMBLEMS OF MEMBERSHIP
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*Illustrated Circular and Testimonials
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UNIONIST MANUFACTURERS TO THE
**ASSOCIATED SHIPWRIGHTS,
UNITED MACHINISTS,**

ETC., ETC.,

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THE
**CARDIFF, SWANSEA, AND
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Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of clothing in the Principality, can sell cheaper than smaller buyers.

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11 & 23, VICTORIA DOCK RD., E.

ESTABLISHED 1867.

**SAILORS' AND FIREMEN'S UNION
NOTICES.****BRANCH NOTICES**

Which are intended for insertion in SEAFARING must be paid for at the rate of 2s. 6d. each, the money (payable to A. Cowie) to accompany the advertisements. When such advertisements are not accompanied by that remittance, they will be charged to the Branch sending them at the rate of 6s. each per week.

NOTICE TO MEMBERS.

Any members who may be passing Malta or Constantinople, and having any complaints to make as to ill-treatment, bad provisions, or unseaworthy ships, are requested to communicate with the Union representatives at these ports, viz., Mr. Thomas McKevitt, British Post Office, Constantinople, or Mr. F. W. Young, 35, Strada Miratore Vittoriosa, Malta. Members are also requested to carry their Union cards, or a letter from their Branch Secretaries.—By order, J. H. WILSON, General Secretary.

BLYTH BRANCH.

Union sailors and firemen are wanted here.

(For continuation of Notices see page 15.)

*Matter for insertion in SEAFARING
Next Week must reach the Editor
NOT LATER than WEDNESDAY
at NOON.*

**ASSOCIATED
SHIPWRIGHTS' SOCIETY.****NOTICE TO MEMBERS.**

Members of the above Society are recommended to buy and read SEAFARING. Members are requested to give their orders to the representative appointed by their Branch as agent, and the agent must forward the number they require not later than Tuesday in each week, to our Registered Office, 3, St. Nicholas Buildings, Newcastle-on-Tyne.

ALEX. WILKIE, Gen. Sec.

Seafaring.

SATURDAY, DECEMBER 19, 1891.

A SOUND INVESTMENT.

As a seaman I have always (writes a correspondent) made a point of purchasing from those who give me the best return for my money, and judging for myself independently of the opinions of others. Business men in the City run their eyes down the stock list every morning, watching the rise and fall of the markets more eagerly even than the farmer watches for rain. Through the kindness, I presume, of the owner of my ship last voyage, *Fairplay* and the *Shipping Gazette* were posted to the ship at every port, and sent forward for the edification of the crew. I noticed certain paragraphs marked with a red pencil, dealing with Wilson and his crew, how they squandered our money, how they (the shepherds) lived on the fat of the land, and we (the poor sheep) got nothing. Then I saw how my Branch was overhauled for spending money on demonstrations, bands, etc. Some silly salts swore when they read all this that they would be hanged before they would pay any more into the Union, simply because the shipowners took exception to the way Wilson managed our Union. I have seen in plain figures from Wilson's balance-sheet what our Union has spent to fight the shipowners. But I never have heard a whisper how much the Shipowners' Federation, Limited, have spent to crush our Seamen's Union. Well, I read for half my watch

below one night from these shipowners' papers more than was good for me; passed on from the marked pages to the share list, and noted that in the case of Companies which were paying good dividends their shares were quoted at a high premium. Then the thought struck me, what was the market value of my share in the Seamen's Union? What dividend was I getting on my paid-up card? I hunted up my account of wages and my log of overtime for the last two years, and I found that for the sum of forty-eight shillings I had paid into the Union as entrance-fees and contributions I had received in return in extra wages 15s. per month at sea, 6d. per day ashore, and 6d. and 3d. per hour of overtime on shore and at sea respectively. In two years, for an outlay of forty-eight shillings I have received thirty-one pounds as dividends from the Seamen's Union, besides the other benefits, which I will not now touch upon. Let us work the figures out for ourselves, and we find that in three years we have paid in calls to our Union a share capital of £120,000, and in return in the same period the seamen of Great Britain have received in extra wages £3,000,000. Just fancy the rush there would be in the City of London if it was notified that a Company with a subscribed capital of £120,000, had in three years paid dividends to the extent of three millions sterling. Why, the militia would have to be called out to prevent the brokers and shipowners from tearing each other to pieces to get at these shares. Yet these are facts undisputable. The seamen of Great Britain have, in three years, received three millions of money that would have gone into the pockets of shipowners but for the Sailors' and Firemen's Union securing it for us. Yet I had shipmates last voyage, men who have never contributed one copper to support this Union, and don't see why they should. Others have fallen into arrears because the boatswain of the ship is not a Union man; others don't see why they should keep the Union up because somebody else don't pay, and all such cowardly excuses. But to be plain, those who are not with us must be looked upon as against us, for they are reaping where they have not sown. But how long will it last? Not one day after the owners find we are not united. For what purpose did the shipowners form themselves into the Shipping Federation, Limited? Why, to get back the three millions of hard cash they have been compelled to pay the seamen through the agitation of Wilson and his crew. What has the Union given us for our money?—

In rise of Wages.....	£3,000,000
In Shipwreck Allowances, Strike Pay, Superannuation, Relief to Widows, &c.	£56,000
Recovered for us by law what we would otherwise have been robbed of	£12,000

One hears a great deal about dishonest officials and similar talk as excuses for not paying up contributions. For my own part I am fully satisfied with what I have gained by the Union. Even if all the entrance fees and contributions had been thrown to the bottom of the sea, we British tars would still be the gainers of £2,880,000. What we have to guard against is to keep this one million per annum that the Union has secured for us from the shipowners, for they won't be happy till they get it back from us. Let us, therefore, watch and work to protect our homes, wives, and our little ones, by upholding the Seamen's Union.

ASSOCIATED SHIPWRIGHTS' SOCIETY.

Matter for insertion in SEAFARING of Next Week must reach the Editor NOT LATER than WEDNESDAY AT NOON.

Mr. E. Hutchings has been appointed to the boat-house at the Government Dockyard, Chatham.

The secretary of the Portsmouth Branch writes:—On Tuesday evening, Dec. 8, a meeting was held at Portsmouth by the Ship Construction Association to consider the proposed assimilation scheme of the Associated Shipwrights' Society, the officers of the latter Society attending to explain the same. After a lengthy discussion it was decided to assimilate with us. This is good news, we trust, for our brothers in the other yards. All credit is due to our Devonport friends for taking the initiative in getting the Devonport Branch of the Ship Construction Association to assimilate with them, but we hope in a short time to be able to announce that we have exceeded them in numbers. This is a step in the right direction, if the shipwrights of H.M.'s dockyards are desirous of bettering their position. It is high time something were done so that the men may receive fair play at the hands of the officials, and not to be treated like serfs.

Here is a case in point. Just fancy increasing the salary of the Director of Naval Architecture to the Admiralty by £500 per annum and mulcting a workman two days' pay for absents himself from work without leave for four days. This is nothing short of tyranny, considering we receive no pay if we do no work. Then to make a man work six days and only give him four days' pay is despicable and mean to a degree, and should be too low an action for an English gentleman or public official to be guilty of. Such are the actions the officials here have recourse to.

From the Chatham Branch a correspondent writes:—The tonnage system is a cause of discontent as applied in H.M. Dockyard. The system is so drastic that one not connected with its working would want a lot of convincing that such a system existed in H.M. Dockyards. But there is no disguising the fact that such a system does exist, and has existed for a number of years.

A ship is commenced. The men to be employed on her construction are told that they will have to work on tonnage. Strange to relate, they are not told what amount per ton they are to receive, and there is no means of finding out, so they have to work in the dark. The men set to work with a will, expecting to receive an extra few shillings. But when the time comes to receive their wages they find nothing extra for them. They keep working, expecting to receive it at a future time. They go on week after week until their patience has been expended. Then they inquire of their chargineman. He urges them to keep on working, which they do for seven months and then receive the magnificent sum of 7d.

This occurred on the building of the *Hawke*, a first-class cruiser, at present being completed for sea. This is the kind of sweating that goes on up-

challenged in H.M. Dockyards. By these and other means the nation saved not thousands but scores of thousands of pounds on this ship alone. Then there is the first-class cruiser *Blake*, built at this yard. Over £100,000 have been saved on this ship alone. The above-mentioned sum is £100,000 less than the Government pay for the *Blenheim*, which has been built and is now being completed for sea by the Thames Company. The *Blake* was in the main built and will be completed by shipwrights, who at the most get 34s. per week. The *Blenheim* has workmen employed on her construction, such as platers and others, whose pay averages from 60s. per week.

Moreover, the shipwrights proper who are employed on the *Blenheim* receive 7s. 6d. per day, and means and facilities given them to increase their wages by the same amount, viz, 60s. a week. The system of paying tonnage on the *Blake* was entirely different from the one adopted on the *Hawke*. Shipwrights in the dockyards are divided in gangs of 30 men with a chargineman. Those men whose faces happen to suit get a few shillings extra, say from 5s. to 8s. per week extra. The less fortunate get little, or nothing, sometimes 4d. or 10d. In fact sometimes 1d. This certainly is not fair. Nevertheless, it is perfectly true. Four men were employed putting in beams, two on one end and two on the other. So it was impossible for the two on the one side to do more than the two on the other; yet, strange to say, two get 9s. extra, the other two nothing extra. Men have been working mates both on the same job, yet one gets 4s. extra, the other about as many pence. I will not encroach too much on your valuable paper on this occasion, but will go in more fully next week.

The annual festival and assembly of the Dundee Branch of the Associated Shipwrights' Society came off on the evening of Friday, Dec. 11, in the Thistle Hall, Dundee. There was a large attendance, about 450 being present. Mr. W. S. Jackson, under-manager in Messrs Gourlay Brothers & Co.'s Camperdown Shipyard, occupied the chair, in the absence of Mr. C. G. Gourlay, and was supported on the platform by Mr. Alex. Linton (foreman in Messrs Gourlay's yard), Mr. D. Burns (Messrs. Alex. Stephen & Son's yard), Mr. W. Henderson (chairman of the Branch), Mr. J. Ca. t (foreman in Messrs. W. B. Thompson & Co.'s yard), Mr. G. Alexander, Mr. G. Dunbar, Mr. James Martin, and Mr. D. B. Livie. After an excellent tea by the Messrs. Lamb, the chairman intimated the receipt of letters of apology from Mr. Charles G. Gourlay, Mr. William Bell, and Mr. Robert White. Mr. Gourlay, who wrote from Hamburg, said he very much regretted that, owing to his necessary presence in Hamburg and in London in search of work for them all, he would be unable to be present at their Christmas Festival. Mr. Robert Whyte was very unwell, and Mr. William Bell was detained in Glasgow by important business. The chairman then, in the course of a few remarks, said he was glad to be able to say that trade generally at present was in about as fair a state as it was at this time last year, and, so far as he could see, it looked as if there was not to be much change all next year. (Applause.) In their special department—that of shipbuilding—they had been very busy—in

fact, he believed some of them might think they had been getting rather much overtime—(laughter)—but it was a long way better both for masters and men that they should be busy than otherwise, and if things kept as they were doing they would get on all right. (Applause.) A select musical programme was then carried through in a very satisfactory manner by Misses K. Patterson and Ness and Messrs. Kelly and Hume to an efficient accompaniment supplied by Mr. Johnston. Messrs. Elder and Mac also gave very enjoyable negro entertainments. An assembly followed.

The Admiralty have given orders for the first-class battleship *Bendow*, 12, 10,600 tons, 11,500 horse-power, attached to the Medway Steam Reserve, to be refitted for another term of foreign service. The *Bendow* returned to England a few months ago from the Mediterranean Station, and is to be brought forward for service on the same station.

An Admiralty order has been issued directing that in future workmen employed on piecework in Her Majesty's dockyards are not to be paid more than 50 per cent. in excess of their ordinary wages without the sanction of the Admiralty. Labourers employed on coaling work, however, are to be exempted from the new regulation.

Representatives of the various branches employed in the shipbuilding industry on the Wear held an important conference at the Lambton Arms, Crowtree-road, Sunderland, on Dec. 15. Mr. T. Hazard (Shipwrights' Society) presided, and the following representatives were also present:—Sunderland Smiths' Society, Messrs. R. P. Gordon and W. Wickens; Amalgamated Engineers, Mr. James Henderson; Shipwrights (in addition to the chairman), Messrs. W. Milburn, C. Wetherall, W. Drummond, and W. C. Williams (secretary); Iron Shipwrights, Messrs. Jos. Lee, J. Baker and W. Bolton; Amalgamated Society of Joiners, Messrs. George Marshall and T. Dobson (secretary); Associated Joiners, Mr. C. Mawlam. The conference had been called to consider the proposals submitted by Mr. J. Y. Short for an eight hours day. The proceedings were conducted in private, but a Press representative was subsequently informed that the following resolutions had been carried:—

"1. That we, as a joint committee of the various members employed in the shipbuilding industry, accept the proposal to shorten the hours of labour, and that we take the necessary steps to call the Conciliation Board together to have the opinion of all employers in the shipbuilding trade in Sunderland before this meeting decides how the 48 hours have to be worked.

"2. That a letter be sent to Mr. J. Y. Short expressing our thanks to him for his offers to reduce the hours of labour, but that we cannot accept it without consulting the Conciliation Board, and we hope he will be present when the meeting is called, he being a member of the Board."

After the meeting copies of the above resolutions were forwarded to Mr. J. Y. Short, and to Mr. John Haswell (joint secretary to the Wear Conciliation Board), and the men will now wait until a meeting of the Board has been summoned. It is stated that a meeting of the Conciliation Board to consider the matter will be held on Wednesday next, the 23rd inst., at the offices of Mr. J. Haswell, John-street, Sunderland.

NAUTICAL NEWS.

It is proposed that two Dundee vessels shall leave that port in August next year for the South Seas, to prosecute the Antarctic black-whale fishing.

JAMES BROWN, seaman, hailing from Fowey, has been drowned in Shields Harbour by the capsizing of a boat during a gale.

It is reported that the Norwegian whaling vessel *Diana* has been purchased by Dundee owners. The vessel is expected to arrive at Dundee from Norway within a fortnight.

A SEAMAN employed on the White Star steamer *Turonic* was, at the conclusion of the last outward voyage to New York, ordered to hospital, as he was ill with pneumonia. He became delirious whilst there, and succeeded in cutting his throat with fatal effect.

A CABLEGRAM has come from Captain Hay, of the barque *Debington*, which arrived at Santos the previous day, saying that Joseph Thomas, the steward, died of sickness on the passage out. The *Debington* sailed from Liverpool on Sept. 23 last.

The Committee appointed last year to consider the alterations in the Regulations for Preventing Collisions at Sea, recommended by the Washington International Maritime Conference, met on Saturday at the Board of Trade, Sir Charles Hall, K.C.M.G., Q.C., M.P., being in the chair.

A PASSENGER by the steamer *Advance*, from Santos, at New York, says a yellow fever epidemic was raging at Santos, Brazil, and that hundreds of people were dying. The mortality among the crews of ships was awful. Eight of the *Advance* crew died on the voyage.

THE barque *Emmanuel*, of Genoa, arrived in the West India Dock, London, on Saturday, from Rangoon. Her crew are all Italians. During the voyage a quarrel arose, in which one of them was fatally stabbed. The offender was imprisoned on board about forty days. He escaped and got into the ship's hold, and remained there to the end of the voyage. He ultimately gave himself up at a late hour on Monday night, having been starved into surrender.

THE Board of Trade have awarded a piece of plate to Captain Jean Raoul, master of the French schooner *Heine*, of St. Malo, in acknowledgment of his humanity and kindness to the shipwrecked crew of the steamship *South Briton*, of Cardiff, whom he rescued in the Bay of Biscay on Nov. 11, 1891. The Board have also awarded their silver medal and a sum of money to Joseph Mervin, Jean Allot, Francois Simon, and Edouard Maigny, four of the crew of the *Heine*, who manned the rescuing boat of that vessel on the occasion.

THE Hythe magistrates have ordered the fund collected on behalf of the lifeboat crew that rescued the crew of the *Benvenue* at Sandgate last month to be for the present retained, inasmuch as some of the lifeboat crew have distrained on the cargo of the *Benvenue*. The men, not being members of the Lifeboat Society, have claimed salvage for saving life, and the owners of the wrecked vessel have had to lodge a heavy bond, being determined to contest the claim. It is stated that two of the crew are concerned in the proceedings, and that the demand is for upwards of £300.

On the night of the 7th of January next, and every evening thereafter, from sunset to sunrise, a light will be exhibited from a lighthouse which has been erected on the south-west end of Fair Isle, on the promontory named the Scaddon. The light will be a group flashing white light, showing four flashes in quick succession every forty seconds, there being an interval of half a minute between the groups. Next year a fog signal will also be established at this station, and a second light and fog signal will be established on the north end of the island. Notice will be given before these are put in operation.

THE number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of November, 1891, and the number of lives lost, are as follows:—

Description.	Number.	Tonnage.	Lives lost.
Sailing	77	10,819	45
Steam	17	7,021	6
Total	94	17,840	51

The above table is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in November relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

SAILORS' AND FIREMEN'S UNION.

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at NOON.

(From Special Correspondents.)

LONDON DISTRICT.

Mr. Causpy, of Tower-hill, has given 2s. 6d. voluntarily towards "Pimsoil levy."

In Union circles business has been quite brisk, and a good demand for Union hands maintained. All the Branches report good work, Tidal Basin district being well to the front.

Professor Stuart, M.P., and Mr. Herbert Gladstone, M.P., spoke in favour of Mr. J. H. Wilson's candidature for Deptford, at a meeting at New Cross Hall, Dec. 10. Miss Orme moved a resolution pledging the meeting to return Mr. Wilson at the head of the poll, which was carried unanimously.

At the weekly meeting of Tower Hill Branch two new members for the week were duly accepted. Minutes, correspondence, and financial statement were submitted and adopted, and election of officers disposed of; all officials now holding office being duly elected for the ensuing six months, with power to add to the committee. Delegates' reports were next submitted, also report of visit of Mr. Wykes to Greenwich Hospital to visit sick members, which were deemed satisfactory.

At Tidal Basin Branch meeting, held Dec. 11, Bro E Potter in the chair, new members were, with the exception of one, admitted. On the reading of the minutes and financial statement a long discussion took place with reference to the late Bro. King's case and other matters, but they were accepted as correct. Correspondence was read out, which included a letter from the Federation of Trades Committee inviting us to attend a meeting at the Memorial Hall, Farringdon-street, re the strike of German printers; after some discussion it was decided to attend. There were also letters from Mr. Degan, of Gravesend, and from head office, and from the Greenwich Hospital. Correspondence being accepted as read, it was moved by Bro. Richards, seconded by Bro. Johnson, "That all members who have paid the Pimsoil levy in full have their names published in SEAFARING." An amendment to the contrary being moved, the latter was carried. The chairman then asked for further nominations for officers. Bros. Richards, A.B., Ward, F., and Jones, A.B., were nominated on the committee. There being no further nomination for any other office, it was decided to close them, and after several other matters had been gone into the meeting closed.

At the weekly meeting of the Green's Home Branch, Mr. O. H. Curtis in the chair, the weekly return was passed, and the death claims due to Mrs. J. Campbell and Mrs. Milkins of £1 each were ordered to be paid. The following were appointed a committee of management in connection with the social meeting: Messrs. Wheeler, Byrne, Crickmore, Thorpe, Hickey, Palmer, and Curtis. On the motion of Messrs. Crickmore and Hans-n, £200 was ordered to be forwarded to head office to the credit of the general account. On the motion of Messrs. Westoy and Taylor, the retiring committee were re-elected. Mr. Donovan, secretary of Tower Hill Branch, addressed the meeting with reference to certain matters of importance, and a vote of thanks was accorded him. Correspondence was read, and the secretary instructed thereon. The following resolutions were ordered to be submitted to the next meeting of the Executive Council:—By Byrne and Crickmore: That the contributions of the Sick and Burial Fund be placed in the bank separately on deposit account. By Griffiths and Morris: That the Branch and general management of the Union be so worked as to conform with rule nine, clause six. By Byrne and Taylor: That we have a stamp specially for marking the cards of members of the sick fund.

Referring to the secretary of the Green's Home Branch of the Union, the *Otago Workman* (Oct. 17) says:—Mr. Mercer is Dundee born, his father and brothers long and extensively known in Otago, and we exceedingly rejoice that he occupies a position in the big Babylon to be of service to his fellows. May he live long and continue to prosper.

MERSEY DISTRICT.

At the regular meeting of Boundary-street Branch, Liverpool, held on Wednesday evening, Dec. 9, Mr. J. Stein in the chair, minutes were approved, also correspondence and financial statement. Several matters of interest were discussed, and some private matters considered, after which nominations for officers for the ensuing six months were taken as follows:—President, Mr. Drew; vice-president, Mr. Stein; secretary, Mr. McGovern; treasurer, Mr. Turkington. There being no other nominations for these offices, the nominees received the votes of those present. In regard to trustees, the secretary was instructed to see the trustees of the other Branches and ask them to act for this Branch as well as the others. Messrs. Crook, Crawley, Rodgers, Devan-y, and Mitchell were appointed on the committee, after which further nominations, and the election was adjourned to next meeting. Messrs. Stein and Rodgers were nominated as auditors. On the motion of Mr. Crawley, seconded by Mr. Wall-h, a vote of thanks was passed to the chairman, after which the meeting adjourned.

The usual weekly meeting of the Birkenhead Branch took place on Monday, 14th inst., Mr. Thomas Klock presiding. Minutes, correspondence, and financial statement for the week were submitted and approved of, after which the names of new members enrolled during the week were submitted, and accepted to membership. It was decided, on the motion of R. Rogers, seconded by P. Hanlon, "To receive a deputation as requested from the Liverpool Trades' Council in reference to labour representation." Various other items having been discussed, the meeting adjourned after according the customary vote of thanks to the chairman.

The weekly meeting of the Liverpool No 1 Branch was held on Tuesday, Dec. 15, instead of Monday, as there had been a public meeting announced for Monday, at which Mr. Wilson was to have been the principal speaker. After the city had been plastered with posters and handbills to this effect, Mr. J. H. Wilson did not turn up, being detained at Cardiff, and the consequent disappointment was demonstrated by a scanty attendance in the Public Hall. It is to be hoped in future that when speakers are announced they will attend. Mr. Tilley was in the chair at the Branch meeting, Mr. J. Hughes in the vice-chair. After the formal business, which included a very satisfactory balance-sheet for the week, nominations for Branch officers were proceeded with. No additions were made to the previous nominations, except some further names for committee, as follows:—Messrs. J. Stevens, P. Doherty, T. Fieldhouse, J. Hall, A. McGill, Michael Simpson, W. Winton, S. Cronin, J. Pennington, B. Crofton, and J. Smith. After the delegates' reports and a vote of thanks to the visiting members, the meeting adjourned.

At the Bootle Branch weekly meeting, Dec. 15, on account of the miserable weather, there was not a good muster when the meeting opened, but afterwards, the rain having ceased, hostilities, the number began to increase. New members and weekly balance-sheet were accepted. A discussion took place about some disputed pay of some members belonging to the *City of New York*, and the secretary gave an explanation, which was considered satisfactory. The election of officers for the ensuing half-year was then proceeded with, this being the second time. For president there was no opposition to Mr. Hugh Taylor. Mr. Edgar having declined to stand for vice-president, Mr. Edward Pritchard was nominated and received six votes; for fireman delegate-ship Mr. Haw got three votes and Mr. O'Hare nil. There was no opposition to Mr. Connarty as secretary, and he got three votes, and no opposition to Mr. Murphy as sailor delegate, he also adding three votes to those already recorded in his favour. The members decided that a select concert, for members only, be held here once a month, they being of opinion that this would draw a closer bond of good-fellowship between the members. It was also decided that Mr. Wilson be asked to come down here and organise this port and star at least a fortnight, and also an organiser to stay at least a month, with the permission of the Executive Council. A vote of thanks to a local tradesman, Mr. H. M. Burnstone, who gratuitously framed some pictures for the Branch, was heartily passed. Mr. Nicholson, district secretary, having explained that he had tendered his resignation to the general secretary on account of being dissatisfied with the way the seafaring population of Liverpool and district were run, Mr. R. E. moved that the secretary write to the general secretary asking him not to accept Mr. Nicholson's resignation, as he thought Mr. Nicholson had always worked hard and honestly for the Union, and if the men in this port were too thick-headed to know

what was for their own benefit, or on which side their bread was buttered, why that was no fault of the district secretary. A great number of men who earned their living by going to sea would willingly enough hold out their hand for benefits gained by the Union, but would sooner spend what would pay their contributions in a public-house than pay it into the Union, in order to maintain and keep up those benefits. The motion was seconded by Mr. Green, and carried. After thanks to the chairman, and three cheers for Mr. Plimsoll, the meeting adjourned.

GLASGOW BRANCH.

At the weekly meeting, in Templars' Hall, Bishop-street, on December 14th, Bro. J. McQuillan in the chair, minutes being adopted, correspondence was read from head office, a neat evidence for the Labour Commission, the secretary explaining that a lot of valuable evidence which had been gathered by Bro. A. McGregor, and left by him in the Branch office, had gone amiss, but a good deal relating to the same had been preserved by Bro. McGregor, which he graciously handed over when asked. The secretary intimated that he would be very glad to receive any evidence that could be adduced which would be of service to the good old skipper, Mr. Samuel Plimsoll, in his endeavours to right the seamen's wrongs. The weekly returns were adopted, and Bro. McDonald moved that election of delegates be proceeded with, which was seconded by Bro. Hughes, and supported by Bro. Wright. After some discussion on the fairest method of voting it was agreed that parliamentary style be adopted, Bro. McInnes, Bro. Mullen, and Bro. Laurer being accepted as scrutineers to count the votes when recorded. The nominees were N. Hillon, J. Hill, J. Baird, and H. Rogers, the state of the poll being declared shortly afterwards as follows:—N. Hillon 19 votes, J. Baird 20 votes, J. Hill 13 votes, H. Rogers 11. The first three being declared duly elected, the result was satisfactorily received by the members assembled. The secretary, replying on behalf of himself and officials, gave a bit of sound advice to the members, and assured them he would do his best to merit the confidence placed in him and them, the members heartily applauding. After some comments on the settlement of the riggers' question, and no opposition placed against our worthy law agent, R. A. Rennie's election, Bro. McInnes suggested that we spend a harmonic half-hour. Bro. McBride, secretary, McInnes, Baird, Hill, and Wright enlivened the evening's proceedings with a few remarkably good songs, very ably rendered. This brought a most orderly and happy meeting to a close at 10.30.

Members who have paid the Plimsoll Levy in full, for week ending Saturday, December 12:—John Gallagher, John Welsh, James Bryson, Francis Foster, Gizo Romano, John McDonald, D. Milligan, Robert Waddell, William Ferguson, J. Barrow, A. Hepburn, J. Mason, William Martin, Charles Mullen, James Thomas, M. Romano, Robert McCormick, Alex. McCormick, William Guy, Farquhar McEwan, J. McLean, Fred. Everett, P. Hamill, Lachlan McFadyen.

Charles Mullen and John McBride were each presented during the week with a silver medal, bearing suitable inscriptions, in recognition of services rendered to the Union.

The third annual festival of the Glasgow Branch was held in Waterloo Rooms, on Friday, the 11th inst. R. C. Robertson, Esq., in the chair, supported on the platform by Councillor A. J. Hunter, Glasgow; John Hodge, Esq., president Glasgow Trades Council; R. A. Rennie, Esq., law agent; and Messrs. McNaught, McMurray, and McBride, Union Branch secretaries, accompanied by wives or sweethearts. In the course of an excellent address the chairman made special reference to the tactics of the Shipping Federation Company, and the many cramps and disgraced officials of the Union whom they had enlisted in their ranks, in the hope of more effectually crushing out our legitimate organisation. If it were true they meant to conduct their affairs on businesslike lines why, he asked, did they not appoint properly trained commercial men, such as were found in their private concerns. He thought the reason was not far to seek when he reflected on the low dens, the prisons, and worse places these poor serfs were compelled to visit, the degraded associates they had to mingle with as a rule to assist them in recruiting for this most disinterested body of capitalists. Councillor Hunter followed with an able address on the general prospects of the shipping industry, dealing with the great amount of good which has already been accomplished by the Seamen's Union, and complimenting the members on the loyalty they had shown in the face of such an overwhelming opposition. If the members but continued to stand by their Union, and took a greater individual

interest in its affairs instead of being indifferent, the combination was not yet floated that could possibly overcome them. Mr. Hodge, in a brief address on Trades Unionism in general, humorously remarked that he thought speech-making on such an occasion as the present might be advantageously dispensed with, and after listening to the wisdom and advice of the previous speakers he had no doubt that if his audience would but reflect on what had already been said, and carry it into practical effect, there would be many similar gatherings of the Seamen's Union held to celebrate and mark their progress. By way of variety he volunteered to sing "Tatties and Dab at the Stool," an old Scotch humorous ditty, which was received with much laughter and applause. In proposing a vote of thanks to the chairman for presiding, Mr. McBride, local Branch secretary, took occasion to refer to the valuable services rendered the Union throughout the country by the Trades Councils, and felt assured that with such powerful allies to support them there was not the slightest occasion to be alarmed at the empty boasts of the mighty millionaires in opposition. The Union had successfully baffled the onslaughts made to crush it by the Shipping Federation, with all its turncoats, crimping masters, and general hangers-on. He believed that the Union ought to be very thankful to these gentry for relieving it of some very doubtful members who were but a stumbling-block and a disgrace to any body they were connected with. The chairman suitably replied. The concert programme was ably sustained by Miss Winsanley, Messrs. Leslie, Curran, and Berriek. An assembly followed, which was kept up with great spirit until about four o'clock in the morning.

CARDIFF BRANCH.

At the usual weekly meeting, held at the Pelican Club, Custom House-street, and presided over by Mr. H. Atkins, there were also present our general secretary and Mr. John Gardner, district secretary. Minutes were adopted, also the financial account, which showed an increase in our income over the previous week which was received with great satisfaction. After discussion on the above some brief remarks were given by our general secretary, who condemned strongly the action of some members in bringing up personal grievances at their branch meetings, which did harm to the members. He strongly advised them when attending their meetings to discuss matters which would be of interest and benefit to the Union. If they only practised that they would have much larger meetings, and the Cardiff Branch, which was once one of the most flourishing, would again resume its old position. He therefore urged all for the future to endeavour to leave all personal grievances outside. Members should work in harmony and unity one with another, and assist in furthering the interest of the organisation. The speaker expressed his regret at not being able to stay longer, but being very well he was advised by his doctor to go and have some rest. Three cheers were then given for the general secretary on his leaving the room. The next business was the taking of nominations in addition to those already taken, and which were as follows:—Delegates (Bro. Atkins, Hollick, and Denning), Campbell, Jarwood, Evans, and Manning; secretary (F. Wilson); president (H. Atkins), Yarwood, Bush, and Caidon; vice, Bro. Evans; treasurer, Councillor Thomas and Mr. Dunn; trustees, Councillors Jenkins, Mr. Lloyd, and (F. Brooks). Those in parenthesis are officers that are still in office, but nominated again for the next half-year. The chairman therefore declared all nominations closed. A ballot-box will be placed in the office to enable those who cannot attend the Branch meeting to record their vote. There being no other business of importance the meeting closed.

A large number of seamen assembled at the Pelican Club, Custom House-street, Cardiff, on December 10, for the purpose of considering what steps should be taken with a view of improving the present provision scale in the mercantile marine. Mr. John Gardner, who is now one of the organisers of the Union, said the Union had determined to secure fit food for their members, who required far greater nourishment while afloat than when ashore. A scale had been drawn up by their respected president, the Sailors' Friend, Mr. Samuel Plimsoll, and Mr. J. H. Wilson, and no effort would be spared until it was made compulsory, and the non-inspection on board the ship made penal. Mr. Sullivan, another Union organiser, followed, and spoke of the probability of Mr. Wilson's return for Deptford, and the increased services their general secretary could render the Union if he got into Parliament. A resolution was passed pledging the meeting to support the Union, more particularly as to the efforts being made for a new provision scale and the fixing of a "manning" standard.

DUBLIN BRANCH.

At the meeting, held Dec. 4, Mr. E. Donnelly, who was in the chair, in calling on Mr. John Gardiner, organising secretary of the Bristol Channel, to address the meeting, said Mr. Gardiner was well known by repute for the active part he had taken in our Union, and he had great hopes that Mr. Gardiner's visit would bear good fruit, and that for the future the sort of vessels we had to deal with here, and that some men that fell in arrears would be afraid to go to the Bristol Channel. Mr. Gardiner said: The reception I have met in Ireland while travelling with your organising secretary, Mr. Donnelly, gives me great hopes of good results. The men of Dublin are not so far behind as some men I have seen in other parts. Still there is room for improvement. You must all remember your duty does not cease when you pay your contributions, for you should see that those you work with do the same. Where by your energy you have secured increases of wages, all men should be manly enough to contribute to the Union that has done this. Whatever advantages you have gained or you are likely to gain the Union has to be thanked, and must be liberally supported that we may be enabled to keep the advantages. Had the Sailors' Union never come into existence the Federation of owners would never have existed. Your better position has been gained through hard fighting against the capitalists' greed for gold that kept it from us before the Union started. You have nothing to fear from the Federation, for when the old Unions first started there was started a far stronger combination of masters than ever the Federation was; it died a natural death, and those Unions are stronger now than ever. In the years 1871 and 1872 a large syndicate of capitalists was formed to crush out of existence labour organisation. Unions were not as strong then as ours is now; still they were enabled to break the bones made by the Government of that time, and enabled you to tell employers what you wanted. This Federation of masters was combined to crush organisations with a capital of one thousand three hundred millions. They had also a journal, antagonistic to Trade Unionism. They scattered tracts and bills broadcast throughout the country, but still the labour organisations carried the Act of 1875, which gave them more freedom from the Conspiracy Act, and after 1881 dawned this enormous Federation of one thousand three hundred millions had run its course, and became a thing of the past. We have nothing to say against employers federating on a sound basis, but they have not done so. If we unite we can laugh at them. This Union has fought a greater enemy than the Federation. Some of the philanthropic shipowners a few years ago brought a Bill into Parliament for the widows, and one of the provisions of the Bill was that if you gave thirty days' service the owner deducted 1s. 6d. from your wages, or sixpence for every ten days or part thereof. The owners professed to subscribe the same sum. But if they had got that Bill passed they would have taken very good care that you paid it all, as you would pay 1s. 6d. direct and 1s. 6d. indirectly for every thirty days. Owners saw that in the near future the Employers' Liability Act would reach them, and they stumped the country from port to port with this Bill of theirs. They got men to attend their meetings who did not see their dodge, and some of the seafaring classes thought they were angels from heaven come to throw balm on their many wounds. It was left to the older hands to read between the lines and detect the sham. We got up counter-meetings. Mr. Wilson fought for you at that time like a lion, and through this we induced Mr. Broa hurt to block the Bill when it was presented to Parliament. This was before you were organised, so it is easy for you now if you combine to kill this Federation. The power rests in your own hands, by contributing a few pence more in the month to your Union than what you would have been compelled to pay the shipowners if they had passed this Bill. Induce every man that lives by the sea to pay into his Union. Look what it has done for you. It has raised the wages two million sterling, and gained seventeen to eighteen thousand in salvage claims for you. If you ever intend to better your condition, it must be by your Union. We are now stronger than ever in the Bristol Channel, for all trades and labour organisations are federated there. We have the miners as well. To give you an illustration. There was a ship came to Newport with some non-Unionists. I went down and asked to see the captain. The mate ordered me ashore, but the tippers refused to put one ounce more of coal into her till the captain sent for me.

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and settled with us. I say we are perfectly justified in working with whom we like. If you allow the Union to fail, it will be your fault. The officers of your Union are your servants. You are the power. Look at the Mercantile Shipping Act, and ask yourself how long you are going to allow it to last, that your wife won't get your wages weekly the same as shore employment. Look at the Employers' Liability Act. It is extended to you on shore, but the minute you put your foot on the deck of a vessel, it is withdrawn. Look at your accommodation and your food. You will never gain anything by caving in; the only way is to make every man pay to his Union. If you break any part of your agreement you are liable to punishment. But the parts of the Shipping Acts relating to owners, in most cases can be violated, because there is no penalty. Look at the manning scale. They can ship half a crew of unqualified men. I would make it a penal offence; therefore, strengthen yourselves. Throw all your zeal into trying to make every man a Union man, and beware of the owners' new dodge, for they are trying everything, and offering everything to keep you from your Union. Take this example. There was a strike, and the directors of this employ induced twelve men to break from their Union, promising them constant employment and a pension when past their labour. The other day one of the five remaining men of this twelve found himself past his labour and applied for the promised pension. The directors spurned him, and would give him nothing, and afraid the other four would want the same, gave them a week's notice and sacked them. The men then said if we had stuck to our Union at that time, instead of listening to your rosy promises, we would be helped in our old age. I hope you will leave no stone unturned to make backsliders pay up. (Cheers.) The chairman, in moving a vote of thanks to Mr. Gardner, which was carried, said officers of the Union could do nothing without the men's support, and backsliders who go to the Bristol Channel would be made examples of by the Federation of Trades. Very shortly he hoped to have branches of the Federation in every port.

At the weekly Branch meeting, held on Dec. 11, Bro. J. M. Maxwell in the chair, minutes and financial account were passed as satisfactory, also correspondence. The shipwreck claim (£2) of Bro. B. Bishop, who was wrecked in the s.s. *Hornburgh* (he being one of our best members), was ordered to be immediately paid. Election of officers was then taken. Bro. Ed. Donnelly was elected to represent this Branch on the Trades Council, and one of the auditors, also one of the trustees. Mr. Gerald Byrne, our Branch solicitor, was also elected a trustee. It was also unanimously carried that the following be re-elected:—Bro. Balger, secretary; Bro. D. Conner, outside delegate; and Mr. Gerald Byrne, solicitor. The secretary then announced that under the new rules he had centralised all our funds at head office, with the exception of what was allowed. He had great pleasure in announcing that we had got our premises at the same rent. It was resolved that the secretary be instructed to write to head office for the money required to pay the rent, the solicitor, and the treasurer; also that the best thanks be tendered to the secretary for the way he had settled with our landlord. The chairman addressed the meeting, and notified that the nomination and election of officers will be proceeded with on Friday.

HULL BRANCH.

On Friday night a well-attended meeting was held in Unity Hall, to hear an address from Mr. E. Cathery (organising secretary), Councillor W. G. Millington (President of the Hull Trades and Labour Council) presiding. Mr. Millington, who on rising was received most enthusiastically, said it gave him great pleasure to be there that night, though it was not the first time he had attended a meeting of the seamen of the port of Hull, and hoped it would not be the last. He thoroughly sympathised with seamen, because, having been to sea himself, he knew of the many grievances which they suffered. He was pleased to know that the Union was trying to get these things redressed, especially the provision and manning scales; and with these few remarks, he had great pleasure in calling upon Mr. Cathery to address the meeting. Mr. Cathery, who was received with loud applause, first dealt with the good work the Union had done, and in connection with the wages question, referred to the wages paid in 1887 and the present time, clearly showing an average increase throughout the country of from 20s. to 25s. per month; "and what," asked Mr. Cathery, "are you required to pay for this large increase? Why, the small sum of 2s. per month." Mr. Cathery next referred to the different Bills brought out by the Union, and shortly to be placed before the

House of Commons. He cited the case of a vessel which had been overloaded, and the captain summoned before the Cardiff magistrates, and fined to the tune of £100 and costs; whilst in another port a captain was summoned for a similar offence, and fined the paltry sum of 20s. and costs. He contended that if a vessel was overloaded the owners should be made to pay a good substantial fine over and above the extra freight she had made, and that if the case was considered bad in one port it should be the same in another. He next dealt with the question of labour representation, and trusted that before long the labour party in Hull would bring out a Parliamentary candidate for one of the divisions, and return him at the head of the poll. He appealed to the men to stand by the Union and assist the officials in carrying out their duties and to attend the Branch meetings, and to take a greater interest in the welfare of the Union. Mr. Cathery resumed his seat amidst great applause, having spoken an hour and ten minutes. Mr. Tom Ward then proposed the following resolution:—"That we, the sailors and firemen of the port of Hull pledge ourselves to stand by the principles of trades unionism, and to use our best endeavours to build up the Union, as we believe it is the only means by which the seamen of the British Mercantile Marine can better their condition of labour and work out their emancipation." This was seconded by Mr. J. Hussey and supported by Mr. W. Brown, and carried unanimously. A vote of thanks to Mr. Cathery and the chairman, amidst cheers for the Union, brought the meeting to a close.

At the Branch meeting the nominations for officers were as follows:—President, Messrs. W. Rushton and S. Lawday (Mr. Tom Ward retiring); vice-presidents, Messrs. R. Steele, E. Jahne, and W. Gregory; treasurer, Mr. Samuel Begg; secretary, Mr. T. Carr; outside delegates, Messrs. A. Clarke, W. Brown, and J. Hussey. Members wishing to vote are requested to attend the Branch meetings on Tuesday and Friday nights, but any members being unable to attend the meetings through having to go to sea in the interval of the meetings can vote at the office by bringing their card and being in compliance therewith. The voting to be by ballot.

The following members have paid the Plimsoll levy in full, during week ending Dec. 12:—Charles Sargeant, H. M. Runnacles, P. Shannon, H. Brewer, James Fenn, R. H. W. Backhouse.

DUNDEE BRANCH.

A meeting of this Branch was held Dec. 14, when the report of the deputation to Mr. Leng, M.P., was heard. A discussion took place over the following case:—George Millar, a member, after he had left the meeting on the previous Monday, was intercepted by a non-Unionist named Duncan, who asked him what they were talking about at the meeting. Millar refused to divulge any of the business. Duncan, it is alleged, knocked him down and dislocated his arm at the shoulder. The case was reported to the police. Duncan was apprehended, brought before the magistrate and sentenced to 7 days' imprisonment or a fine of 7s. 6d. The members considered that Millar was entitled to some compensation for the time that he would be off work, and the secretary was instructed to see what could be done on his behalf. A circular was read from head office having reference to the new arrangement as to the coloured cards, which it is hoped will put a stop to members saying that they have left their card at home. The secretary reported the receipt of 10s. for the banner fund from Oysth, and the members gave Oysth hearty applause, and hoped others would follow his example. Nominations for officers then took place. A. Fortune proposed A. McDonald, seconded by James Davidson; T. Henderson proposed A. Y. McDonald, seconded by D. Deuchars, as president. Geo. Hendry proposed James Jenkins, seconded by A. Williams, as vice-president. The secretary and treasurer were nominated for re-election, and the following as members of the committee, A. Williams, Geo. Hendry, John Holero, James Petrie, and D. Deuchars.

WEXFORD BRANCH.

At a meeting of this Branch, on Dec. 3, for the purpose of re-organising same, Mr. Gardiner delivered a very stirring address, in the course of which he recalled to the minds of the members the great services the Union had done for the seafaring community. Mr. Donnelly also spoke at considerable length. After hearing these able addresses. The members pledged themselves to support the Union, and to commence paying contributions at once. Votes of thanks were passed to Mr. Gardiner, Mr. Donnelly, the chairman, and the secretary.

LEITH BRANCH.

Owing to our monthly meeting being held on Tuesday, as stated in last week's issue, the business meeting was held on Thursday, Dec. 10, in the office. After the routine business had been transacted the meeting was then formed into a committee of management for the soirée, and various arrangements were made. On Friday, Dec. 12, the third annual soirée, concert and assembly was held in Junction-street Hall. At the concert Mr. Archer, our hon. treasurer, presided, and there was a good attendance. Addresses were delivered during the evening by the chairman, Mr. W. F. Stewart, of the Co-operative Society, Councillor Gibson, and a member of the Trades Council. A splendid programme of songs was rendered by a first-class company, under the management of Mr. J. L. Gardner. The artists were Miss Ross, Mr. James Clarke (a bass singer, who gave several nautical songs), Mr. J. L. Gardner, tenor; Mr. D. McLean, Tyrolean singer; Mr. Tom Milner, Scotch comedienne; and Mr. John Henderson, pianist. All these artists were well received, and in the case of Mr. D. McLean and Mr. Tom Milner encores were demanded each time they appeared, the latter singing no less than five songs, and being on all hands acknowledged to be one of the best comic singers who have appeared at a concert in Leith. There is no doubt that this was one of the finest companies put before a Leith audience in recent years, and we are sure that when our next annual comes round our patrons will remember the splendid entertainment they received and gather round us in larger numbers even than were present on Friday, though there was no doubt than many who fully intended to come were prevented by the heavy trouble that is at present in our midst. The assembly, which commenced at 11.30 p.m. on Friday night and concluded at 5.30 a.m. on Saturday morning, was a great success, there being no single hitch in the programme from start to finish. Bro. Thomas Wheelaghan, as master of ceremonies, conducted the assembly in an able manner, and a great deal of the success was due to his energy. Mr. Swanston's Quadrille Band discoursed the music, and when the assembly broke up one and all declared it to be the most successful we have yet had.

SOUTH SHIELDS BRANCH.

At the usual meeting, the president in the chair, minutes were passed, also weekly balance-sheet and bills. Correspondence was read from head office and from Hartlepool. Complaint was made in connection with the s.s. *Surbiton* which caused a great deal of discussion, and it was decided that the shipwreck claim be not paid. The case was dealt with of one member of the sick fund, who had been sick for four weeks and did not understand the rules in reference to a member declaring on the sick list the second time, and after Mr. Jacobson explaining his position, and showing the doctor's certificate, Bro. McCarthy, a member of the sick fund, moved that he receive the four weeks' allowance, which was seconded by Bro. Warburton, also a member of the sick fund. None but members of the sick fund were allowed to vote, and the motion was carried. They are looking up here. The officers are beginning to send to the Union for men, and wanting to see that the men have their Union cards as well as the Federation. We have enrolled 15 new members and paid two shipwreck claims during the week.

GRIMSBY BRANCH.

At the weekly meeting it was decided to grant £2 to the German printers' strike fund. Bro. Wickett resigned all positions on committees, and Bro. Chapman was elected to fill his place. The following nominations were taken:—President, Bro. Teddel; treasurer, W. Colebrook; trustee, C. Chapman; auditors, J. Tully and J. Harvey. A discussion ensued. Various grievances of our men in the Company's steamers were heard. Mr. Bennett and Mr. Cathery were instructed to interview the officials regarding the same. The name for enrolment as trimmer was rejected unanimously. Bro. Cawthra's case was next considered. It was agreed that he sail as A.B. on bringing himself into compliance. It was decided to arrange for a public meeting before Mr. Cathery's departure. The rest of the evening was taken up by an address by our organiser, Mr. Cathery, who gave an account of the different Bills now before Parliament, and the good that seamen and their wives would receive if these measures were adopted, at the same time urging upon them the necessity of paying their contributions, as a great deal of expense was always incurred in passing Bills; also

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the great need of impressing upon the voters to interview the representatives of the different constituencies, and get their opinions, so as to know who to vote for when the election comes. A hearty vote of thanks was accorded to Mr. Cathery, which he received with thanks, it having come upon him unexpectedly. Mr. Wickett, in handing the medal to Mr. Colebrook, said it was not the price of the article that made it so valuable, but the fact that it was given by such a large body of men as the National Union, and he hoped that he might live long to wear it. The entertainment then proceeded, Mrs. Tardel giving a good song, after which Mr. Tero obliged with "Jock's Yarn," the audience taking up the chorus. Mr. C. Chapman next sang with good effect, and Miss Knight followed with a recitation called "Paddy the Piper," which met with frequent rounds of applause, causing much merriment. Mr. Wickett then gave a recitation, "Napoleon's Farewell to Paris." After thanks to the ladies and gentlemen who had given their services for this night's enjoyment, the meeting broke up singing "He's a Jolly Good Fellow."

Mr. Cathery announced that he should hold a public meeting before he left the town.

The weekly concert was held on Tuesday last, there being a fair attendance. Mr. Cathery spoke upon different subjects connected with the labour interest, which was received with great applause. A selection on the pianoforte was given by Miss Smith, a youthful performer, whose talent was well received. This was followed by a song by Mr. Wickett, made up of quotations from popular songs, which caused much applause. Next came a duet by Mrs. Smith and Miss Knight, "What are the Wild Waves Saying," which was encored. A piece song was given by Bro. W. Brown, followed by a pianoforte selection. Mr. C. then presented a silver enamel medal to our treasurer, Mr. Colebrook, for services rendered to the Union.

SOUTHAMPTON BRANCH.

At the weekly meeting, Bro. Lankford regretted that no others of the *Maeble* crew had put in an appearance, as he had something to bring forward in their interest, but he should postpone it till next meeting, and he considered it did not look well their being absent seeing it was only on Thursday at a special meeting that fourteen had been paid shipwreck claim, and others would have been paid had they not been in arrears. It was to be hoped that no member for the future would go away with his card in arrears. Bro. Glew withdrawing for nomination as chairman, Bro. Lankford was nominated in his stead, and Bro. Rawkins proposed as vice-chairman.

Mr. J. H. Wilson, in lecturing at Southampton on Saturday night, said he had endeavoured to put their case fairly and fully before the Labour Commission, and he thought it was yet uncertain what course they would pursue. He was prepared to go through the country and arouse public opinion in favour of legislation for seamen. The three thousand lives lost at sea annually was said to be through the Act of God, but this was pious hypocrisy, and shipowners ought to be compelled to send their ships to sea thoroughly safe. (A special report of this meeting having only arrived on Thursday as we are going to press, is too late for insertion.)

Jack Blunt writes:—I cannot refrain from making the few following remarks through the medium of your valuable paper, *SEAFARING*, with reference to the grand success of the lecture and dissolving view entertainment, given last Saturday in the Philharmonic Hall, Southampton, entitled, "Our Sailors on the Sea," by our esteemed general secretary, J. H. Wilson. I believe its success was beyond expectation. It brought together a crowded house. Our worthy friend must indeed have been delighted at the great interest evinced by the audience, and with the rapturous applause with which he was over and over again greeted. Too much praise cannot be bestowed upon him for the masterly manner in which he handled the subject. With truth may it be said, "He's the right man in the right place." So some of the shipowners will find, when he takes his seat at St. Stephen's as member for Deptford amongst the great aristocracy, that he's in his right place there, not probably for them, but for "Our Sailors on the Sea." I hope, when the time arrives, the men of Deptford will do their duty and place him there by a thumping majority. As I sat listening to his remarks, I wondered to myself whether any of the time-expiring "Shipping Federation" were amongst the audience. If so, how it must have cut them to the core, and if they had any conscience, how it would make them bow their heads in shame. A word of praise is also due to our branch secretary, Mr. S. Chivers, and our delegate, Mr. Chappell, in placing such an entertainment before us, and their indefatigable exertions in helping to make it a success.

They are good soldiers, like their great general, and always to be seen at their post when duty calls them. I predict the death of the Shipping Federation to be near at hand, so have prepared the following epitaph for its tombstone:—

Farewell "Federation," I predicted thy doom;
Thy life has been short, and ended a great gloom,
On the employers of labour, who in you did pretend
To love the poor sailor, his plaints to amend.
In this thou didst fail, so was treated with scorn,
So 'twas better for thee hadst thou never been born.

SUNDERLAND BRANCH.

At the weekly meeting, Dec. 13, Mr. J. B. Lee presided, and there was a good attendance of members. The delegate gave a report of the last Trades Council meeting, after which the secretary read a letter from Aberdeen and one from head office, together with one from the general secretary. Mr. F. Hines made a statement to the meeting to the effect that the Shipping Federation officials are very particular in wanting to stamp the discharges of *bona fide* men when they present themselves for a ticket, and also particular in seeing that there are four years' servitude; but he had found out that there had been tickets given to foreigners who had not been a voyage in an English ship, and were unable to speak one word of English. Shipping masters were standing by allowing such things to occur in spite of the regulation issued by the President of the Board. He was thoroughly convinced that the Federation were making capital out of these cases, and must be getting so much per head for shipping these individuals. Something ought to be done to bring to light this systematic crimping which is going on. The Board of Trade ought to take steps to suppress agencies which were illegal according to the Merchant Shipping Act. Mr. J. Henderson then addressed the meeting at length on the system of paying crews off. He said that in the first place the public were not aware of the system that was practised upon seamen. Hundreds of steamers running on this coast made a practice of paying their crews off even if they should be going to remain 24 hours in port. Of course the men could object to take their money unless they got the lot, but it would be at the sacrifice of their employment, which is not a right state of affairs. Then, again, take the monthly boats for an illustration. They had steamers sign on at this port going straight across to the westward light, and coming back loaded to distant ports in the United Kingdom, where sometimes men had to pay from £1 to £1 10s. to get home with a half month's advance, which practically meant the men arrive at their homes to wives and children with nothing in their pockets, after risking their lives in the winter weather in the Atlantic Ocean. He also stated that men who work ashore, and have constant employment at regular wage were not paid so much as those taking contract work, which was not constant. When these men were sent to a distance to work they were paid their expenses there and home again. He therefore contended that those men who shipped to go on short voyages were not constantly employed, for as soon as they went aboard all was hurry and scurry to get the ship away to sea, and complete the voyage, when they were discharged to seek fresh employment. He contended that the train fares ought to be paid home by their employers, as in the case of workmen on shore.

LONDONDERRY BRANCH.

At the usual weekly meeting of this branch, held in the meeting-rooms, 93, Foyle-street, Bro. George Sweeney, president of the branch, in the chair, the income and expenditure of the branch for the week ending Saturday, December 6, was considered very satisfactory. The minutes of the previous general and committee meetings were read by the secretary and adopted. A communication was also read from Mr. Wilson stating that as Mr. Plimsoll intended giving evidence before the Royal Commission on Labour in January next it was necessary that we should supply him with all the information in our power, the members all promising to assist the secretary in making inquiries after the information required. After other business had been gone through, the chairman addressed the meeting, and in the course of his speech he called the attention of the members to Mr. Wilson's splendid evidence before the Commission and the great exposure of the dishonourable tactics adopted by the Shipping Federation with the intention of crushing our Union. These efforts, the chairman was proud to say, had been a failure through the perseverance and pluck of the members in sticking to their Union. According to Mr. Darby, who had been an agent of the Shipping Federation, in his evidence before the Labour Commission, he found it utterly impossible to get a competent man without being a

trades unionist, and Federation boats were often manned by men who had never before been to sea. The chairman then congratulated the members of the Derry Branch on their steady adherence to the Union, and said he was proud to be a member of a Branch that even in the most trying times never wavered or flinched an inch, and at the present time was steadily pushing ahead. A vote of thanks having been passed to the chairman the meeting adjourned.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, held in the office on Monday night, Dec. 14, minutes and correspondence were adopted, and after other business the meeting terminated.

Mr. W. Sprow and the secretary, Mr. Dunn, visited the ships lying at the quay on Monday morning, and afterwards interviewed the Secretary of the Tyne Steam Shipping Company, and arranged for the present the disputes pending. Members paid Plimsoll Levy: Alexander Bissett, A. Anderson.

STORNOWAY BRANCH.

Stornoway has been lively this week. Provost McLean, an aspirant to parliamentary honours, has been touching up the crofters, and Mr. T. D. Rennie, organising secretary, touching up the seamen; Lady Mathieson has been setting upon the Harbour Commissioners, which events have made the town lively. Whatever may be the effect of Provost McLean's remarks on the hard bargain of Lady Mathieson, I am sure to say the result of our organiser's meeting in the Masonic Hall, will do good for the seamen and the Union. Mr. Rennie gave all the information about the Bills to be introduced into Parliament by Mr. J. H. Wilson. He also gave an outline of the evidence given at the Labour Commission. He said that the bubble is burst. The Federation game's blown up. Wilson at any price—not to better the seamen and firemen at any price. (No, no.) What will the seamen and firemen do now who went over? They could not see it. Why, a blind mouse can smell a rat. My advice to late members is—and I don't ask anything for the tip—join at the present fee; or, believe me in a few months 40s. won't take you in. What then will be the result? Only starve, as you ought to. Mr. J. H. Wilson has been too long suffering with you, but don't forget "the last straw will break the camel's back."

Mr. Rennie has left to address a meeting and open a Branch in the capital of the Highlands—Inverness. Provost McLean wrote Mr. Rennie that seamen and firemen will have his undivided support in all honest and necessary measures.

BOSTON BRANCH.

Charles Frederick Randell, the fireman engaged on board the *King's Lynn*, trading between Boston and Hamburg, who, as briefly reported in our last issue, received serious injuries from being stabbed at Hamburg, was interviewed on Dec. 10. He says that it was a Spaniard who stabbed him. Randell has been attended since his arrival home by Dr. Reckitt, and is now getting on nicely, and making good progress towards recovery. He will, however, probably have to keep his bed for another fortnight. He was severely cut about the face, and received a very serious stab in the region of the heart—in fact, it seems extraordinary that he was not stabbed in the heart. As it was, he received the cut a very short distance below the heart, and it has injured his left lung, and pierced it. He lost a very great quantity of blood, which rendered him weak. (Dr. Reckitt hopes to see Randell thoroughly recovered from his injuries in a short time. Widespread sympathy has been shown towards the injured man and his family.)

MIDDLESBROUGH BRANCH.

At the general meeting, on December 14, Mr. J. Brown presiding, the secretary reported having received a letter from Miss Newton, whose brother, Frank Newton (a member of this Branch), had been drowned in the *s.s. Luz*. The lady was sixty years of age, and an invalid, her brother being her only support. She asked if the Union could do anything for her. It was decided that 30s. be forwarded her (as this case took place previous to the new rule coming into force), and that the secretary be instructed to collect subscriptions for her in the office. Correspondence was then read from head office and several Branches, also an account from the Telephone Company for messages for the month of November. The secretary was instructed to pay the account, and correspondence was then adopted. Nomination of officers for the ensuing six months then took place. It was decided that no nominations close, and election take place at the next meeting. The meeting then adjourned. Shipping very dull in Middlesbrough.

KING'S LYNN BRANCH.

SEAFARING is getting appreciated in this district, and the sale of the paper is consequently increasing, thanks largely to the efforts of our energetic secretary, Mr. Arnold, in making the value of the paper known. We have not many members of the Union ashore here at present, but the Branch is progressing favourably.

CONSTANTINOPLE BRANCH.

We are glad to note Mr. McKevitt, the agent of the Union at Constantinople, is doing excellent work out there. Some of the officers of vessels object to him visiting the ships during the daytime, and in order to avoid any difficulty Mr. McKevitt has arranged to visit the vessels after work hours with good results. We regret, however, to hear he is suffering from some injuries he received whilst in the execution of his duty, but trust he will soon be all right again. It appears our representative has been looking after the interest of our members in a tangible form, for when the shipwrecked crew of s.s. *Edithorp* arrived at Constantinople they were sent to the Sailors' Home, where two beds were put together to accommodate four men, and a shake-down on the floor for the other two. The accommodation was fearfully bad, for which they were charged 17s. 6d. per week. The men reported the matter to Mr. McKevitt, who, in return, laid the matter before Mr. Patterson at the hospital, and that gentleman had the beds overhauled, with the result that Judge Ferling inspected the place, and the next day new beds and bedding were put in. Mr. McKevitt is also in correspondence with Sir H. Fossett with reference to the s.s. *River Indus*, further particulars of which we hope to publish next week.

WHITSTABLE BRANCH.

Last week Mr. J. H. Wilson, our general secretary, paid us a long-promised visit, and gave a most interesting address on Trades Unionism, and also on "Our Sailors on the Sea," illustrated by the magic lantern. The Assembly Rooms was the place of meeting, the chair being taken by our old friend Mr. J. Donovan, formerly secretary of the Branch, and now of Tower Hill, supported by Mr. Executive Councillor Gammon, Mr. Ward, of Tidal Basin, and Mr. Hickey, of Green's Home. A vote of thanks to the chairman and general secretary terminated a most interesting gathering.

GOOLE BRANCH.

At the usual weekly meeting, Bro. Gunn in the chair, minutes and financial statement were passed as satisfactory, and correspondence was read from head office, Grimsby, and the British Consul at Rotterdam, the latter respecting a member of this Branch who was left in the asylum at Rotterdam, and afterwards fetched home, the man's wages that were due being paid to the consul there, to whom the secretary was instructed to apply for the same; but the consul replied that the man's wages had gone as hospital fees. Mr. Butterwick, secretary of the Trades Council, being present as a visitor, addressed the members at some length, and got a hearty vote of thanks. Discussion followed on the Eight Hours' Bill and other matters. There was a very good attendance at the meeting.

Members out of employment are respectfully requested to steer clear of Goole, as there are plenty of men out here.

SAILORS' AND FIREMEN'S UNION
NOTICES.

MEMBERS ENROLLED.

WEEK ENDING DECEMBER 12, 1891.

In these lists, F means fireman, T trimmer.
BLYTH.—Chas. Munn, OS; John Cornish, AB; J. McGee, AB.

BYRKENHEAD.—W. Day, AB; W. Douglas, F; G. Dawson, T; J. King, F; T. Clayton, AB.

BELFAST.—S. Montgomery, T; J. McKnight, F.

BARRY.—M. Alexander, AB; S. Harris, AB.

BURNISLAND.—C. Frank, AB.

BARROW-IN-FURNESS.—J. Roach, AB; W. Pratt, AB; J. Benson, AB; R. Buchanan, AB.

CARDIFF.—W. Durbin, F; J. Falyon, AB; S. Paily, AB; O. Osen, AB; R. Neilson, AB; F. Gullon, AB; F. Evans, AB; W. Ryan, F.

DUBLIN.—P. Hogan, AB.

DUNDEE.—P. Hutton, F; James Hoare, AB; J. Smith, F.

GLASGOW.—William Smith, T; Neil Duffy, C; J. A. Lyon, AB; John G. McKay, AB; Hugh Gilmour, T; John Woods, T; John Colquhoun, T; J. Forbes, T; A. Drummond, OS; D. McPherson, F.

GREENOCK.—P. A. Bilin, AB; J. McKenzie, AB.

GREEN'S HOME.—R. Cammon, AB; W. Rheates, F; P. Strober, T; C. O. Johnston, AB; D. G. Wood, AB; F. Porter, F.

GRAVESEND.—P. O. Hare, F; Henry Murphy, F; W. Tucker, F; Thos. Carney, F.

HULL.—J. Brown, AB; H. Drew, AB; C. Olson, AB; G. Turner, F; J. Johnson, F; M. Fyson, F; J. Mundy, T; C. Purp, AB; E. O'Connor, AB; P. Nelson, AB; R. L. Johnson, OS; J. Thompson, AB; A. Anderson, AB; C. Cross, T; J. H. Broad-

bent, F; T. Lorder, F; C. Pannison, AB.

HULL "B".—W. Wilkinson, T; C. Heald, F.

LOWESTOFT.—R. J. Moore, AB.

LEWICK.—P. Paton, AB; W. Humphrey, AB.

LONDONDERY.—W. Jager, AB.

LIVERPOOL.—J. Ashton, AB; J. Moran, F; F. Fizzaid, OS; J. Olson, AB; J. Benson, AB; R. Barton, F; L. Schenker, F; G. McKiver.

LIVERPOOL (Boundary-street).—H. Cox, AB.

MAESTOFT.—W. Reid, AB.

PORTSOY.—A. Morrison, AB.

SOUTHAMPTON.—C. Hallett, AB; R. Malley, T; W. Burton, T.

NEWPORT.—Peter Gorgenson, AB; Harold Sunberg, AB; M. Olsen, AB; H. Olsen, AB; P. Lammees, F; Mic. Polilka, AB; Otto A. Olsen, AB; J. W. Arnold, AB; Edward Hall, F; A. Dorin, AB; G. Dobran, AB; Chas. Jensen, F; Andrew Hensen, F; C. F. Cabava, F; M. Oden-

burg, F; F. Kielg, AB; Arthur Carr, DM; W. Wisom, F; John Johnson, AB; W. D. Foley, AB; J. McGregor, F.

NEWCASTLE.—W. Gibson, T; Jno. Lackland, F.

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Yarmouth	0	0	9
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Liverpool	0	2	1
Londonderry	0	1	6
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Birkenhead	0	3	4
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Green's Home	0	4	7
Goole	0	0	6
North Shields	0	6	6
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Liverpool	9	6	6
Londonderry	4	6	10
Newcastle	1	0	0
Peterhead	0	1	7
South Shields	2	20	0
Goole	8	15	6
Tidal Basin	10	0	0
Green's Home	18	15	3
Goole	8	0	9
North Shields	3	11	1
Youghal	0	10	6
Boote	139	7	1
Liverpool	228	9	11
Lerwick	0	6	6
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Leith	0	5	0
Newcastle	0	4	0
Burntisland	0	10	0
Cardiff	3	12	6
Southampton	0	0	6
Glasgow	5	1	0
Portsmouth	0	3	6
Yarmouth	0	1	0
Liverpool	1	5	6
Londonderry	0	1	6
South Shields	1	17	6
Deptford	0	3	0
Belfast	0	2	6
Green's Home	7	1	6
Goole	0	16	6
North Shields	0	17	6
Dundee	0	7	0
West Hartlepool	0	15	0
Boote	1	5	6
Hull	1	16	3

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